

We ride Jeremy's bike

CYCLE NEWS[®]

America's weekly motorcycle newspaper

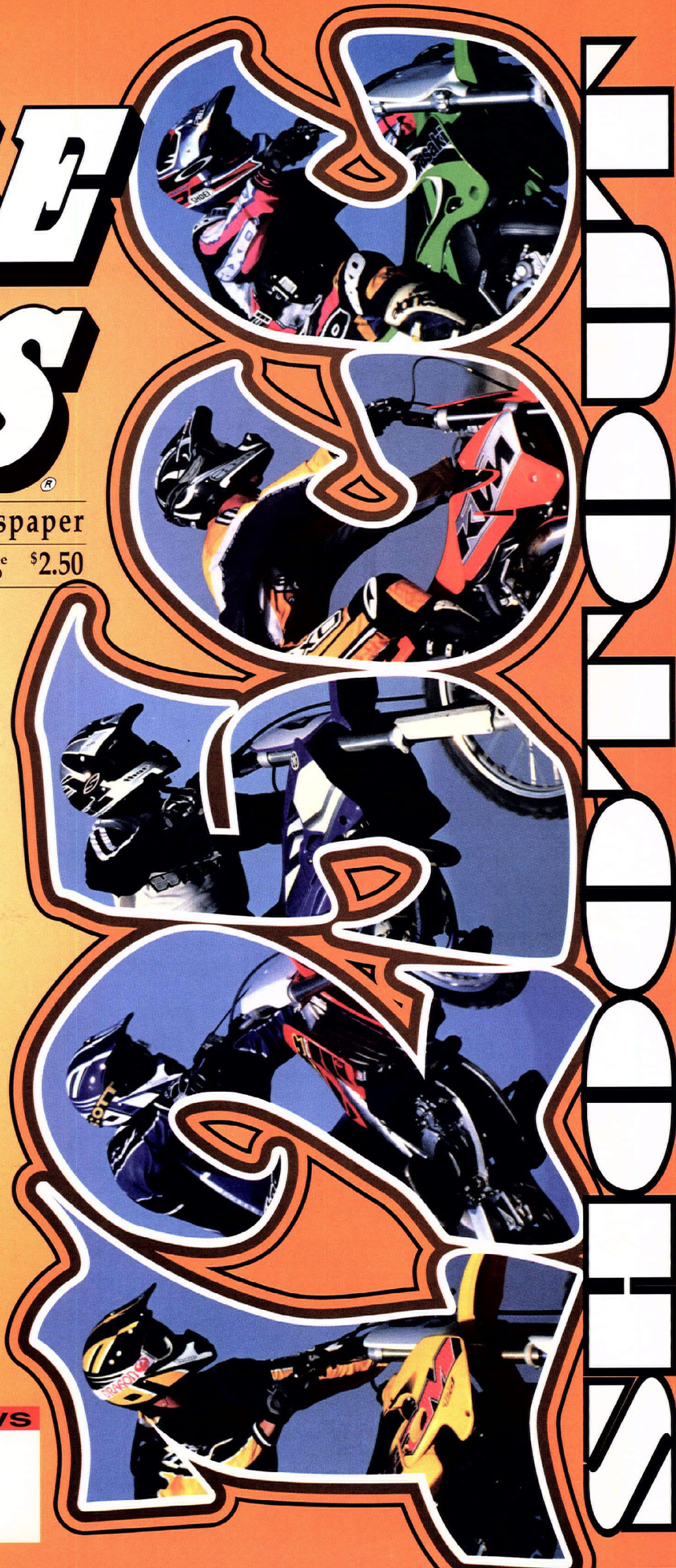
October 13, 1999: Number 40

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NEW **DRZ400**
SUZUKI
GSX-R750



TIME DATED WEEKLY NEWS



MAILED OCTOBER 5, 1999

TIME DATED MATERIAL

***The new RMs have been improved.
From fender to fender, bars to dirt.***

At Suzuki, we know making a great motorcycle takes work, and time, and more work. But the results speak for themselves. Suzuki engineers took the already ferocious **RM250** and **RM125** and improved them from top to bottom. First, they increased the diameter of the lower frame tubes, centered them, and moved the reinforcement to the outside.

Combine that with a more rigid swingarm, a larger diameter rear axle and revised fork spring rates, and we're talking tons more responsiveness. Then, for increased rider control and freedom of movement, both bikes got wider footpegs with greater bite. But the tweaking didn't end there.

Suzuki made the fire-breathing **RM250** even more fierce by revising the exhaust and scavenging port shapes, revising the exhaust timing and giving the exhaust valve breather a new solenoid valve. All this adds up to more low-to mid-range power and more control. Now you've got a machine that's ready to tweak the competition.

Then there's the **RM125**. Suzuki engineers bridged the third scavenging port, reshaped the first and second scavenging ports and threw on a factory-inspired race pipe. Translation: more competition-humiliating, mid- to high-end power. But Suzuki didn't stop there. The **RM80**, the tool of future world-beaters is every bit as impressive as its big brothers. And to make it look and feel like them, it got an all-new look complete with flatter seat and rear-fender line.



Now all you need is something to do with your new RM, like win a share of the \$3.7 million that the Suzuki Contingency Program is posting in 2000. So all their tweaking can help you refine your bank account. Then there's the Suzuki Good Scholar Program. Shred in the classroom like you shred on the track and Suzuki will reward you with a free \$500 savings bond. And everyone who buys a new



Winners are made

then refined

then tweaked

then tweaked again

not born

Suzuki RM gets free admission into the famed Tony D. Motocross School, where the best will tweak and refine your riding technique. Then, at the end of the year there's the Suzuki RM Cup Challenge. This is where Suzuki invites all the best RM riders to compete in this RM-only dogfight to see who's the best of the best of the riders who ride the best. All this is to say that our engineers have worked long and hard to make

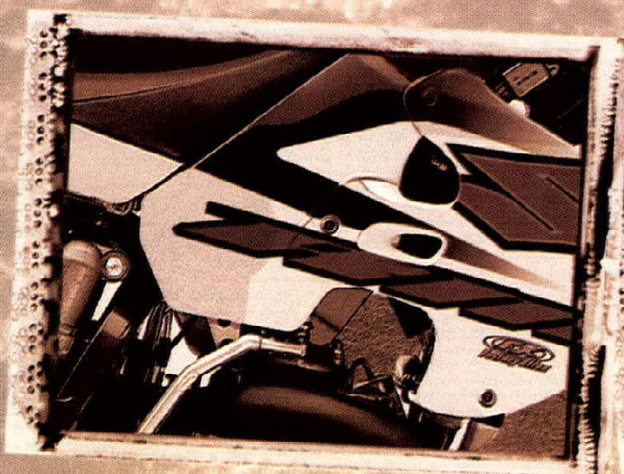
the Suzuki RMs even more fearsome. And they are all too happy to be tweaking, and refining, and tweaking again. As long as it means you'll be out there winning. And racing. And winning again.



motorcycles are for closed-course competition use and related practices only. Professional rider photographed under closed-course conditions. 1999 and 2000 Model Year U.S. RM80s, 125s and 250s are eligible for the 2000 MX Contingency Program. For complete Contingency information, see participating dealers.

The best things in life are shirts are gear bags are top-end kits are free.

The deal you've been waiting for is back. Because for a limited time, when you pick up a new Suzuki RM250, RM125 or RM80, you'll get a Pro Rider Package free. Each Pro Rider Package is full of all sorts of stuff that's essential to any up-and-coming motocross superstar. And it's totally free. So what does all this mean? It means that the best things in life are the Suzuki RMs.



This graphics kit will help you look your best when you're taking the checkered flag and posing for the paparazzi in the winner's circle and taking a victory lap and... well, you get the point.



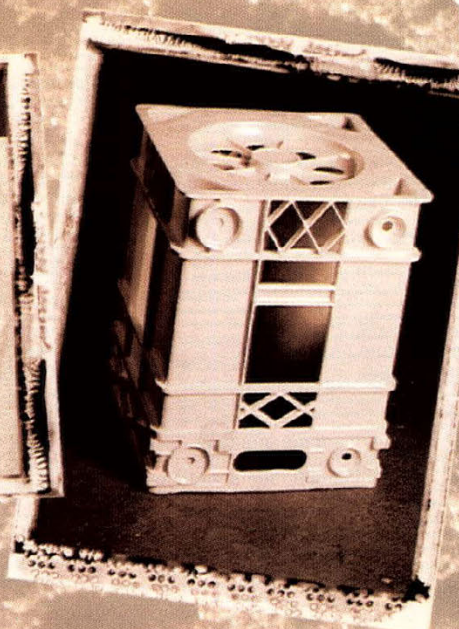
A Top End Kit, because we believe that a bike as fine as the RM should always be in top-end shape.



There's no such thing as a free lunch. But nobody said anything about bike wash and lube now, did they?



A Suzuki underneath you, Suzuki on your chest and Suzuki on your head. It's a not-so-subtle way of letting the world know that you own the track.



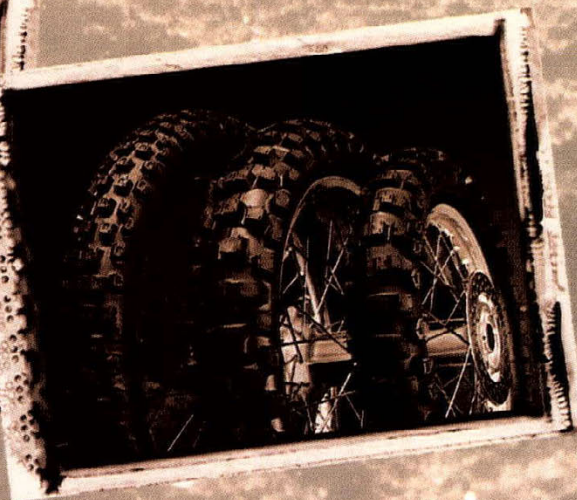
It's a bike stand and a carrying case. How could this moto box get any better? If it's free, that's how.



You'll need a way to carry all your stuff, and this way is the best.



Extra levers. Most of the time when you hear "wear and tear" and "Suzuki" in the same sentence, it has to do with the competition, but this is just a little insurance.



The best thing in life is an extra set of tires. (You know you're serious about motocross when you start thinking things like that.)

A QUICK LOOK AT WHAT YOU GET.

	RM80	RM125	RM250
Set of Tires	X	X	X
Lever Kit	X	X	X
Top End Kit			X
Moto Stand	X		
Graphics Kit		X	X
Gear Bag	X	X	X
Hat	X	X	X
T-shirt		X	X
3 Quarts Oil	X		
Chain Lube		X	X
Cycle Wash		X	X
Retail Value*	Over \$200	Over \$250	Over \$500

CALL 1-800-828-RIDE OR VISIT US ON THE WEB AT WWW.SUZUKI.COM FOR MORE INFORMATION. Buyer must complete purchase by December 31, 1999. Restrictions apply. See participating Suzuki dealers for details. *Approximate value. Offer applies to 2000 RM250, RM125 and RM80.



Team Green's **Dave Ondas** and **Shane Espisito** (Kaw) raced to the overall and Open Pro class wins at the 540-mile Vegas-to-Reno Best in the Desert race on Friday, October 1. Finishing second aboard a '00 XR650 was the American Honda team of **Johnny Campbell** and **Jimmy Lewis**. **Destry Abbot/Brian Brown** (Kaw) rounded out the top three, finishing third Open Pro. **Tim Staab** and **Garth Sweetland** (Yam) took Under 450cc Four-stroke honors, finishing fourth overall ahead of **Jonah Street** and **Torsten Bostrom** (Hon), who contested the Open Pro class. **Ed McCoy** and **Mike Baxter** (Yam) topped the Vet Pro class by finishing sixth, while **Doug Chiapuzio** and **Steve Hengeveld** garnered 250cc Pro-class gold by finishing seventh overall.

David Watson (Hon) and **Phil Libhart** (Tri) emerged victorious from the 12th round of the AMA National Hillclimb Championship in Nashville, Tennessee, on October 3. Libhart won the 540cc class, topping **John Hamilton Jr.** (Tri) and new championship points leader **Ted Wilkins** (Rtx). In the 800cc class, Watson beat **Bobby Templeton** (H-D) and **Tim Frazier** (H-D). **James Large** (H-D) finished fourth and now only needs to finish 11th or better at the next round to take his third class title.

Kevin Varnes (H-D) outran his main title rival, **Geo Roeder II**, to win the 750cc Expert main event and clinch the class title at the final round of the AMA National Hot Shoe Championship Series at Las Vegas Motor Speedway in Las Vegas, Nevada, on October 1. **Mike Varnes** (H-D) was third. **Gary Rogers** (H-D) won the 883 main event, while **Scott Scherb** (Rtx) won the 600cc Expert class and **Roger Lee Hayden** (Rtx) won the 600cc Pro Sport main event. Several of the top teams and riders that showed up to the event elected not to compete after finding the race track to be in rough condition.

The final round of the **World Superbike Series** in Sugo, Japan, on October 10 will run as planned, despite the recent nuclear accident at a powerplant in Tokaimura. World Superbike promoters received clearance from the necessary governmental agencies for the series final to run as scheduled. "We would like to inform you that the accident (that) occurred on 30th September at the nuclear plant of Tokaimura in the district of Ibaraki, located about 100 kilometers northeast of Tokyo, has exclusively affected the area strictly surrounding the plant," a letter from the Crisis Unit of the Ministry of Foreign Affairs stated. "The situation is currently under control of the local authorities that have limited the warning area to the surroundings of the area with a range of three kilometers. The situation, as far as safety is concerned, is normal in all other areas of the country." The accident occurred some 155 miles from Sugo.

Yamaha of Troy rider **Ernesto Fonseca** has been named the AMA Motocross/Supercross Rookie of the Year. The 18-year-old Fonseca, of Costa Rica, captured the 1999 AMA 125cc Eastern Regional Supercross Championship by winning six of seven series races, and finishing the 1999 AMA 125cc Mazda Truck Motocross Nationals ranked eighth overall. To be eligible for AMA Motocross/Supercross Rookie of the Year honors, a rider must be in his first full season with an AMA Pro Sport motocross competition license. The

Vuillemin tops Paris Supercross

In a dazzling display that met a rousing response from an enthusiastic home crowd of more than 30,000 fans, French riders **David Vuillemin** and **Mickael Pichon** dominated proceedings at the opening round of the FIM World Supercross Championship Series in Paris, France, October 2.

While wet and blustery weather conditions turned the track slippery and treacherous, and no doubt kept many French fans at home, the event at the impressive *Stadt de France* complex saw the Tri-Colour flying high, as Vuillemin and Pichon laid waste to the opposition in convincing fashion, with Yamaha-mounted **Jeff Emig** picking up the crumbs to finish a distant third in the 20-lap main event.

From the outset, French stars Vuillemin and Pichon made their intentions clear in the Action Group International-promoted event, which arguably saw as much entertainment off the track as on, with dancing girls, rock bands and a huge fireworks display all adding to the pomp and pageantry.

Yamaha-mounted Vuillemin, who will race full time in the U.S.A. next year for the Yamaha Motor Corporation factory team, came out and annihilated the field in the opening heat race, winning by a massive 26 seconds over American superstar **Jeremy McGrath** on the Chaparral Yamaha and fellow Frenchman and former World Motocross champ **Sebastian Tortelli**, also on a Honda.

Aboard his Winfield Suzuki, Pichon did likewise in heat two, charging to a seemingly effortless win over European-based American **Ryan Hughes** on the Pamo Honda and local rider **Nicolas Charlier**, Kawasaki.

Two semi-finals were topped by Emig and Canadian **Jean-Sebastian Roy**, Honda, respectively, while local **Mathieu Lalloz** topped the field in the Last Chance Qualifier event.

Grabbing the holeshot and leading the field through turn one and the opening section of the track, Vuillemin never looked back when it counted most, and promptly ran away with the 20-lap main event, eventually pulling heel-clickers and even bowing to an appreciative French audience over the triple jump.

"It just feels so great to win here again," said Vuillemin, who topped last year's inaugural *Stadt de France* event.

"The fans are so proud of the French riders, and I am so happy that I can win for them again. It is a great feeling, and best of all, I cannot wait to start racing in America full time next year."

Despite riding a lonely race, Pichon too was well-satisfied with his runner-up result, while Emig was pleased to put his off-track dramas of recent times behind him and climb upon the podium of a major supercross race once again.

Behind Vuillemin, Pichon and Emig, the Paris top-five placings were rounded out by Honda riders **Steve Lamson** and **Tortelli**, who finished well down on the leaders.

Non-finishers included some much-fancied names, not the least of which was McGrath, who suffered a night he will likely soon want to forget. Early fumbles left the American star dueling with Emig for third, before he eventually DNFed on lap 13 after crashing and tweaking his machine.

Meantime, American Suzuki rider **Larry Ward** and L&M Radson Honda GP teammates **Stefan Everts** and **Frederic Bolley** all failed to start the main event after suffering injuries in their qualifiers.

And finally, reigning FIM World Supercross champ **Robbie Reynard** was a no-show for the event.

Andrew Clubb

award is presented to the rider meeting this criteria who earns the most national points in 250cc Supercross, 250cc Motocross and 125cc Motocross combined.

Recently crowned AMA 250cc National MX Champion **Greg Albertyn** will be sticking with Suzuki to defend his number-one plate next year. Albertyn, whose contract with Suzuki runs out at the end of the year, recently signed a two-year extension with Suzuki, for whom he'll compete in the 250cc AMA Supercross and outdoor National series. There was question right up to the last moment of his signing as to whether or not it would be a National-only contract, but Albertyn will be competing in both the National MX and Supercross Series. Albertyn will be again teamed with tuner **Joe Maurer**.

Also signing with Suzuki for the 2000 season is **Damon Huffman**. Huffman broke into the Pro ranks with Suzuki in the mid-'90s, winning the 125cc Western Regional Supercross titles in 1994 and '95, before changing teams and going to Kawasaki and the 250cc class. Huffman is basically replacing **Larry Ward**, who is going to Kawasaki. Huffman's tuner has yet to be named.

Working alongside Greg Albertyn, **Robbie Reynard** and **Damon Huffman** in the Team Suzuki factory semi will be **Travis Pastrana**. Pastrana will be paired with tuner **Lee McCollum** for the 125cc Supercross and outdoor National series.

Speaking of Albertyn, the new champ will be sporting a new look for 2000. Albertyn signed a new apparel deal with **Thor**, ending his two-year relationship with **MSR**. The new champ will fulfill his commitment with **MSR** through 1999.

In the Grand Prix motocross scene, **Ryan Hughes** got the chance to ride a factory Honda. "I rode a factory Honda for the first time last week," Hughes

said. "It is amazing the difference from that bike and my bike for this year. I am going into the 2000 season with one thing in mind and that is to win the World 250cc Motocross Championship. It was only (Frederic) Bolley's bike from this year, so I have not even ridden the bikes for next year yet. I will go to Japan in a few weeks and do some testing on the new bikes."

Mike LaRocco turned up for the opening round of the FIM World Supercross Series in Paris, France, October 2, but did not ride. As it turned out, LaRocco's gearbag was lost in transit, and he would not race without his tailor-made knee braces. Also in Paris, **Steve Lamson** rode a Honda to a fourth-place finish.

After finishing third at the Paris Supercross, Yamaha-mounted **Jeff Emig** is considering racing a full season in Europe next year. Emig is scheduled to test works Yamahas from the Magic Bike team in Italy this week. This year's Magic Bike Yamaha team was made up of **Mickael Maschio** and **Alex Belometti**. "I have had contact with Yamaha Europe and they are very interested," Emig said of a possible deal that would have him racing in Europe in the World Championship 250cc MX Series. "I am still not sure what is happening, although Europe is looking a likely deal." Emig has always raced well in Europe, and has a large fan following there.

KTM update: Five riders will be working out of the KTM factory semi for 2000, and they are **Shayne King**, **Andy Harrington**, **Kelly Smith**, French rider **Rod Thain** and a yet-to-be named rider. King will compete in the 250cc class in both the AMA Supercross and outdoor National Series aboard the 520SX four-stroke, while Harrington, Smith and Thain will compete in the 125cc class. Earlier this year, Thain competed in a few races in the U.S. on an FMF Honda. It is nearly certain that Harrington will compete in the West Coast 125cc SX Series, and Smith the East Coast.

KTM will also have a satellite team run out of Ohio called **A.M. Leonard Racing**, run by **Greg Stevens**. The team has already purchased a semi-trailer and is planning to house four riders for the 2000 season. **Joe Oehlhof** has already signed on with the team, while other riders who have been associated with the new team include **Ryan Terlecki** and **Mark Burkhart**.

Motocrosser **Michael Brandes** has officially left the Primal Impulse 125cc Suzuki team, and unconfirmed reports have it that he has inked a deal with the FMF/Honda team for 2000. Also leaving Suzuki's 125cc support team is **Jiri Dostal**, who has signed a deal with Planet Honda.

Race fans will again have the chance to wager on 29 riders that will participate at the **THQ U.S. Open** supercross at the MGM Grand Hotel in Las Vegas, Nevada, October 9-10. Fans interested in placing a bet must be present in the MGM Grand, and the odds cover the two consecutive evenings of racing. The odds - which are subject to change - are as follows: **Jeremy McGrath** 5/8; **Kevin Windham** 2/1; **Ricky Carmichael** 3/1; **Ezra Lusk** 3/1; **Larry Ward** 5/1; **Robbie Reynard** 5/1; **Damon Huffman** 5/1; **Greg Albertyn** 5/1; **Ryan Hughes** 6/1; **Mike LaRocco** 6/1; **Jeff Emig** 8/1; **Casey Johnson** 10/1; **Steve Lamson** 10/1; **Nathan Ramsey** 20/1; **Tim Ferry** 20/1; **Brock Selards** 20/1; **Travis Pastrana** 50/1; **Casey Lytle** 50/1; **David Pingree** 50/1; **Buddy Antunez** 50/1; **Heath Voss** 75/1; **Jean-Sebastian Roy** 75/1; **Isaiah Johnson** 75/1; **Robbie Horton** 75/1; **Jason McCormick** 75/1; **Phil Lawrence** 100/1; **Edgar Torronteras** 100/1; **Takeshi Koikeda** 100/1; **Denny Stephenson** 100/1.

The **United States Tobacco Company** donated over \$66,000 to the **Clayton Memorial Foundation** in 1999, with help from motocross fans who attended any of the 12 AMA 125/250cc National Motocross Championship Series rounds. Through a program developed in conjunction with the Foundation, U.S.



Tobacco Company donated 33 cents for every ticket sold at each National round throughout the summer. "U.S. Tobacco has contributed to the Foundation and to the sport of motocross on so many fronts," said Judy Klinger, secretary/treasurer of the Clayton Memorial Foundation. "Their dedication is obvious and greatly appreciated by the Foundation, the riders and their families. Without U.S. Tobacco Company's continued support, these riders would be hard-pressed to make ends meet. Since the start of the program we have been able to contribute over \$60,000 to injured adult riders. This is an amazing amount."

Newly crowned AMA Superbike National Champion **Mat Mladin** earned \$19,200 of the \$100,000 points fund posted by AMA Superbike Series sponsors MBNA and Parts Unlimited. When combined with his 1999 race purse winnings of \$48,100, AMA Bonus of \$32,650 and \$3000 in Interstate Batteries Pole Awards, the Australian rider collected a total of \$102,950 in 1999.

The five-event PACE Freestyle Motocross series kicked off on September 24-25 in Fresno, California. Overall winner **Trevor Vines** took home a majority of the \$20,000 purse by finishing runner-up to **Clifford Adoptante** on Friday night and winning the festivities on Saturday night. Finishing second was Adoptante, followed by Canadian **Reagan Sieg**, Arenacross regular **Jeff Willoh** and 19-year-old **David Turner**. The second round of the series will be held in Nampa, Idaho, on October 15-16. The ante will be upped in the final three rounds, which is the Van's Triple Crown of Freestyle Motocross. Starting in San Diego, California, on November 5-6, the purse will go up to \$50,000 and will remain the same until the series concludes two weeks later at round five in San Francisco, on November 19-20. (Round four is scheduled for November 12-13 in Anaheim, California). According to freestyle motocross forefather **Brian Deegan**, he and most of the top 20 riders from last year's Four Leaf-promoted series did not attend the first round, and will not attend the second round due to the small purse that is being offered over the two nights of competing. "Last year before PACE started promoting the events the purse was more than \$20,000, so I got together with some of the other riders and formed a riders union and decided to boycott the first two events," said Deegan. "Someone has to stand up to PACE." PACE responded to Deegan's comments over the telephone. "I don't know that I'd call it a boycott. Jeremy McGrath did not race the National Motocross series and that was not a boycott," said **T.D. Lovett** of PACE. "They were offered an invitation to come and they turned it down. We found other talent, which we will continue to do. We are in the business of promoting." Deegan and others are expected to compete in the Van's Triple Crown portion of the series.

The AMA has announced that Full Spectrum Racing's **Gabriel Henning** is the AMA Superbike Rookie of the Year for 1999. Henning finished 18th in the Daytona 200 and ended the season 18th in the AMA Superbike National Championship.

Former Suzuki Sport manager and former Dunlop tire technician **Bill Syfan** has been hired by PACE Motor Sports to the position of road race director. Syfan will oversee PACE's plans to go road racing. Syfan will report to Mike Kidd in

the PACE Motor Sports office in Fort Worth, Texas, and will be responsible for developing and managing PACE's expansion into road racing. The company plans to run a series of events at tracks across the country, featuring something other than Superbikes as its premiere class. "Road racing will play a major role in the continued growth of our motorcycle division," said Mike Kidd. "Bill brings a great deal of knowledge and experience in road racing and we look for his leadership to develop and implement a successful road race program beginning in the year 2000." A Texan native, Syfan and his family will relocate from Southern California to the Fort Worth area.

The *Federation Internationale de l'Automobile* (FIA) and the *Federation Internationale de Motocyclisme* (FIM) issued a joint press release stating that they will "continue to use all possible means - education, information, prevention, testing, sanctions - in the fight against doping, a scourge which threatens the health of participants and the fairness of competition in all sports."

The three-stop **FreeRide Moto-X Championships** will kick off on Friday, October 22, at the Orange County Fairgrounds in Costa Mesa, California, with round two scheduled for the San Jose Speedway in Santa Clara, California, on October 30. The third stop of the series has yet to be announced. For more information, call 310/589-0633.

Among those who were tested for drugs and alcohol at the recent ISDE in Portugal were Team U.S.A. members **Destry Abbott** and **Brian Garrahan**, according to the FIM. Both riders were found to be negative of any banned substances.

No one can accuse three-time AMA Superbike Champion **Doug Chandler** of forgetting where he came from. Chandler and former Team Honda road racer/dirt tracker **Jeff Haney** were guests at the Ramblers Motorcycle Club's monthly meeting at Roy's Drive and Eat in Salinas, California, recently.

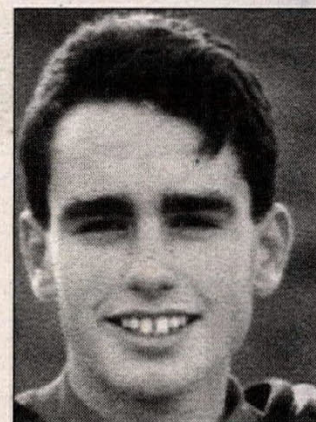
Gary Bailey's Motocross School will make its one California stop on October 21-23 at Glen Helen Raceway in San Bernardino, and on November 4-5 at L.A. County Raceway in Palmdale. For more information, call 540/650-1759.

Beta Motor S.p.A. Italy has announced that the distribution of all Beta products will now be handled through its new distributor, Beta U.S.A. Beta U.S.A. will be run by Ron Commo Sr. and Ron Commo Jr., both of whom are well known in the trials world. Beta U.S.A. will be based in North Ferrisburgh, Vermont. For more information, call 802/425-2081.

Topeka Harley-Davidson in Topeka, Kansas, will hold a vintage Harley-Davidson parts sale at its facility, October 15-17. The weekend will also include a vintage motorcycle auction. "We have lots and lots of vintage motorcycle parts," said co-owner Mike Patterson. "We are looking forward to hosting Harley enthusiasts from all over the Midwest and across the United States."

On August 27, **Jeff Emig** had the court hearing for his recent arrest for public consumption of alcohol, possession of marijuana and possession of drug paraphernalia. According to the Lake Havasu City, Arizona, Consolidated Court, Emig appeared for his hearing, pled

Toby Jorgensen, 1982-1999



A MA Grand National dirt track racer Toby Jorgensen, 17, of Stockton, California, died in a Dallas hospital on Friday, October 1.

Jorgensen succumbed to the injuries received in a crash during the main event at the Dallas Half Mile in Dallas, Texas, on September 11. Jorgensen crashed through the guardrail that lines the back straightaway on lap 10 of the main event, and was rushed to Parkland Memorial Hospital in Dallas, where he remained in critical condition with numerous extensive internal injuries. Jorgensen underwent a series of life-saving surgeries, although the Parkland doctors only gave him the slimmest chances of survival. Jorgensen finally lost his fight for life at approximately 10 p.m. on Friday.

Like so many of his contemporaries, Jorgensen was born into a racing family. His grandfather John, father Kim and uncles Eric and Alex were all motorcycle racers, with Alex Jorgensen going onto a successful career on the AMA Grand National circuit, where he earned 10 Grand National victories from 1978-1986. Toby Jorgensen began racing at the age of 5, and quickly graduated through the ranks, racing at such popular Northern California dirt track venues as the Lodi Cycle Bowl. He developed into an outstanding amateur racer, taking several regional and national titles before turning pro last season. He earned his Grand National certification in 1999 and was immediately successful, his crowning achievement coming this August when he finished second to longtime idol Chris Carr at the Peoria TT. Jorgensen was offered a ride with the Saddlemen Racing/Lancaster Harley-Davidson/Dodge Brothers racing team of Johnny and Sarah Goad, and he made his debut at the Springfield Mile on Labor Day Weekend. The Dallas race marked the first time that he had qualified for a 750cc Grand National main event.

Funeral services have been scheduled for 10 a.m. on October 8 at the Zion Reformed Church, 105 South Ham Ln., Lodi, California. Cards and letters may be sent to the Jorgensen family residence at 5031 E. Palmer Ave., Stockton, CA 95125. In an effort to relieve the tremendous medical expenses incurred during Jorgensen's care, the family has requested that all monetary donations be sent in his name to the Mokelumne Federal Credit Union, P.O. Box 1717, Lodi, CA 95241.

guilty, and paid his \$500 fine. Emig will serve a one-year unsupervised probation for the misdemeanor.

The **Grand National Cross Country Series** round originally scheduled for Lisbon, Ohio, October 9-10, has been moved 30 miles south to Uhrichsville. For more information, call 304/284-0084.

Honda has informed us that the September 26 Ride for Kids in Sacramento, California, set a **new record** with \$103,128 raised - a 28-percent increase from last year's event. Over 700 riders participated, including Dr. Mike Edwards, Director of Pediatric Neurosurgery at Sutter Healthcare in Sacramento. More than 25 patients and family members were treated to a special ride in a sidecar or on the backseat of a participant's motorcycle.

Steve Lamson, who rode this year for Chaparral Yamaha, was spotted recently practicing at Perris Raceway in Southern California on a '99 Honda CR. Lamson has been replaced on the team by **Tim Ferry** for 2000. Ferry will contest both the AMA 250cc Supercross Series and the outdoor 250cc National Championship.

Entries close October 29 for the **California Grand Prix**, which is the final round of the District 37 Big 6 Grand Prix Series. Both Suzuki and Kawasaki contingencies will be paid for the race, which is scheduled for November 6-7 in Hungry Valley, California. A team race with pro payback will also be featured. For more information, call 310/322-3612.

AUTOGRAPH SIGNING: At Speedway International Bistro & Grill in Newport Beach, California, October 7 from 6 to 9 p.m. Team Honda's Miguel DuHamel and Erion Racing's Kurtis Roberts will be on hand, as well as Roberts' and Nicky Hayden's championship-winning Erion Racing motorcycles, the new Honda RC51 Superbike and XR650R. For more information, call 949/675-5900.

ACQUIRED: Intersport Fashions West Inc., by Eurobike, a publicly held German company that owns the Hein Gericke, Polo and Damen leather brands, among other product lines. "There will be no changes in the North American distribution system," said Denis LaBonge, Intersport Fashions West president. "What this acquisition does is allow us to distribute Firstgear leather in Europe and Asia, greatly expanding our market. It also gives us access to the extensive research and development capabilities of Eurobike and opens our market to more high-tech European materials, designs and patents. For more information, call 714/258-2120.

AUTOGRAPH SIGNING: At GP Motorcycles of San Diego in San Diego, California, October 16-17, from 9 a.m. to 6 p.m. Vance & Hines Ducati's Ben Bostrom is scheduled to appear. For more information, call 619/233-4762.

CHANGED: The date of the Penguin Racing School, originally slated for December 3 in Homestead, Florida. Penguin will now hold the school on December 10 because of a change in CCS race dates at the facility.

RESIGNED: P.J. Jackson, from Championship Cup Series/North American Sport Bike, to pursue other interests. Jackson has worked full time for CCS/NASB for the past four years. For more information, call 828/654-0315.

OPENED: EBC Brakes' home page on the World Wide Web. The site can be found at the following address: <http://www.ebc-brakes.com>.

OPENED: Elf Lubricants' home page on the World Wide Web. The site can be found at the following address: <http://www.elfmoto.com>.

ACQUIRED: MotorcycleWorld.com by the publishing services business unit of Bell & Howell Co., effective immediately.

OPENED: Team Dual Dogs Promotions' home page on the World Wide Web. The site can be found at the following address: <http://www.dualdogs.com>.

CHANGED: The 800 number for Advant-Edge. The new number is 800-238-2683.

OPENED: MS Racing's home page on the World Wide Web. The site can be found at the following address: <http://www.ms racing.com>.

ACQUIRED: Midland Concert Promotions Group Limited, the operators of Donington Park in England, by SFX Entertainment Inc. **CN**



**BUY YOUR KID A SUZUKI AND WE'LL
GIVE YOU THE GEAR FOR FREE.**

{HEY, YOU GOTTA DRESS THEM WHILE YOU STILL CAN.}

Suzuki knows that keeping kids in cool gear is a tough job for any parent. That's why right now during the Suzuki Pre-Holiday Holiday Promotion, we will give you all the



JR50

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DS80

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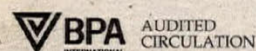
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LETTERS TO THE EDITOR

Stop the complaining

I am a 41-year-old Brazilian veteran motocrosser who has been living in California for the past five years. Back in the '80s, I was the one responsible for bringing American motocross racers such as Donnie Hansen, Jim Holley, Keith Bowen, Rodney Smith and Kenny Keylon, to name a few, to either participate in special races or to be part of factory teams for a whole season in Brazil.

After reading your article on the Motocross des Nations held in Brazil, it pissed me off to once again learn that the American team complained about the track. Being here for five years has made me learn that the American racing culture is based heavily on oval tracks (Indy, NASCAR, etc.), and that made me realize why even the motocrossers expect to race on more uniform and predictable tracks. It's all because motocross tracks are easily changed with the help of simple machinery. It's a shame that the American riders chose this ridiculous way to justify their failures.

Just imagine if Kenny Roberts Jr. starts to blame the asphalt tracks of the road racing circuits for his problems. Tracks are part of the equation that tests all riders on a given day to find out who is best.

Marcio Campos

camposusa@onebox.com

Damn, we're good

Sometimes one learns what skilled riding is only after putting in some laps and then being passed as if one was standing still. In a similar fashion, I was recently made aware of the writing and reporting skills regularly demonstrated by the Cycle News staff.

As the editor of the Ducati's Unlimited Connection Web site, I have been sitting in for Clayton Potter, the knowledgeable and talented regular contributor for DUC's "On Racing" section. After watching a race such as the World Superbike round at Hockenheim on TV, and then reading the official news releases, I set out to write a simple commentary on what I had just seen. Did I say "simple"? Hardly. Only after hours in front of the computer, writing and rewriting the copy, could I create something I felt was worthy of our page.

This afternoon I read your contributor's rendition of one such event, the recent World Superbike round at Hockenheim ("Foggy's 4th," Issue #37, September 14). Doing so was a revelation. Over and over I found myself saying,

"So that's how it's done," and "Oh, how nicely put."

I have for some time read Cycle News for its contents. From now on I will also read it for the manifest skills of its writers and its sense of style. Well done.

Don Sucher

donsucher@duc.org

Dirt track safety

In the mid-'80s, Chris Agajanian built and operated Ascot Speedway right next to the famous half mile. During that time, I took part in the construction and was responsible for the preparation of the racing surface. Chris was concerned enough with rider safety that he spent a fair amount of money and man-hours to install an innovative shock-absorbing support post/crash wall system on his new track.

While many "racers" have turned a lot of laps on a lot of tracks, how many have been there for the several days of hard work involved in setting up a racing surface? The application of water is very important, as is driving the blade and rolling the dirt back down. Chris would never just "water it on race day." That is a fact that I can attest to because I have been there.

Jim Searcy was right - Chris loves racing and racers. He is honest and fair and would never put profits above safety. Please pray for Toby Jorgensen and all the injured competitors. It has been a tough year for them and their families.

Mike Casey

actioneye@earthlink.net

"In the Tapes" response

In answer to your question: Can Dirt Track racing afford a fan-financed \$100,000 race? - I would like to share a few observations. First, accolades to Dave Despain, his dedicated staff and all of the enthusiasts who have contributed to this very special race. Whether you agree with the race or not, it was conceived, executed and supported entirely by people who have a great passion for dirt track racing. Second, it is my belief that in the post "Camel Pro dollars era" the sport has been almost entirely supported by dedicated fans at all levels. It would take tremendously creative accounting to justify the cost to field a GNC team to any potential sponsor. My own personal belief is that the Harley-Davidson factory does not sell enough motorcycles as a direct result of

Scotty Parker (or because 95 percent of all GNC riders are on Harleys), or anyone else who wins, to cost-justify their team on the GNC. I feel the same is true about our great dealer teams like Cummings, Bartels, Coziahr, Moroneys, F&S, H-D of Missouri, Mitchells, Sacramento, Las Vegas H-D, and so many others. The Saddlemans, Corbin and Motion Pro companies sponsor teams, races and riders because they love it - not because it makes economic sense. Individuals like Jack Sizemore, Steve Gardner, Tony Dodge and many, many others are ultra-fans. Tuners like Skip Eaken, Sam Westly, Rick Canode and Kenny Tolbert could make significantly more money, if not have a more sane lifestyle, by fabricating and building engines at home. But they choose, as we all do, to financially support this sport we love.

Five years ago I sent a four-page letter to Ed Youngblood at the AMA. In it I outlined what I felt were the existing problems and solutions which I truly believed would move dirt track to the next level. One of the problems was, and is, a lack of television coverage that is adequate enough to attract not only a full-series sponsor, but associate sponsors as well.

I suggested the AMA implement a plan to identify 2000 AMA members (individual and corporate) to contribute \$1000 each. The \$2 million raised would go to the following: 1. Purchase a three-year GNC television schedule with a major network (I had a deal with CBS established); 2. Create a tremendously content-rich (significant rider profiles, established rivalries, personal interest segments - not just four cameras, two announcers and racing) televised race series; 3. Create a rider point fund; 4. Create a mechanism to develop an understanding of the demographics and psychographics of our core audience; 5. Establish a goal of creating a TV audience-share rating which would guarantee our future ability to develop and attract Fortune 500 sponsors to our series and race teams.

It was an outrageously ambitious goal, I must admit, but before you dismiss this concept, think of all the people who are spending money in dirt track racing today. Think of all the people who have been seeking a solution to take our sport to the next level. Then consider how quickly the money for the "Hall of Fame" race has been raised. Could \$2 million be raised? I wouldn't have made the suggestion had I not thought it would have been possible.

I volunteered my time to organize this

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ON THE FRONT COVER

The annual 125cc Motocross Shootout. And the winner is...? Photos by Matt Freeman. New Suzukis for 2000 include a new DRZ400 and a completely renovated GSX-R750. Photos courtesy of Suzuki.

program. Not surprisingly, Ed Youngblood turned the proposal down. There are other significant challenges with the GNC. Some are the racers and teams' responsibility, and some exist with the AMA and promoters. The one challenge we don't have today, however, is lack of a tremendous core fan base - people who are prepared to support dirt track racing in a significant and generous fashion.

Dave Despain and his crew have given us a glimpse of what can happen when we all pull in one singular direction, with one singular purpose. Our goal should be to expand this concept worldwide, with a goal of benefiting not just one race, but the entire series and its future.

Rod Lake
San Jose, CA

Lake has been associated with the Loral/Lake racing team, the Tom Cummings racing team and the Rogers/Lake racing team... Editor

And a fan

I feel that a \$100,000 fan-financed race is possible and also well worth it. I was fortunate enough to fly out from California to attend the inaugural Springfield event in 1998. Our group, as well as all the fans, were more than willing to throw in \$5 or \$10 to ensure that the event would go on for the following year.

All the riders, and especially Dave Despain, are doing the best job they can in raising the money that these men so deserve.

Until a sponsor comes on board for these events, or for the entire year for that matter, the fans will do whatever it takes to get these riders the purses they deserve.

I hope to attend the event in 2000, and if Morehead, Davis or any of the heroes come into the stands with their helmets, I will gladly pitch in for 2001. Whatever it takes.

Kevin Howard
Turlock, CA

The Wiechers

I am writing this on behalf of Fritz, Julie and Krista Wiechers. They wanted to thank all of you who helped comfort and support them throughout the loss of their son and brother, Freddy Wiechers. This was a tragic loss for the family and the sport of motocross. Freddy pulled a holedshot on us, but this was the one we didn't want him to get.

There are so many people who did so many special things for the Wiechers. Joan Tiearney was in Las Vegas at the RM Cup Challenge and coordinated a donation fund that racers and their families contributed to. Brett Racine raced in Turlock that weekend and not only did he contribute his winnings, but so did many other pros and the track owners. These donations are helping cover the costs of the expenses involved and the family's time away from work.

Fernley was having a motocross the weekend after Freddy left us, and Marvin Small organized a small ceremony for the racers and he also officiated the memorial service. At the race in Fernley, some of the racers rode his bikes, wore his jerseys and had his numbers on their plates. Those racers were Jeff Northrop, Mike Mason, Kenny Bell, Zeb Armstrong, Brian Foster and Travis Ham. This was a very difficult race for those boys, but they raced through their tears for Freddy.

There were numerous flowers, cards, and plants sent from sponsors, racers and racing families. The memorial service had a huge gathering and many of the people present were racers and their families, or what the Wiechers consider their racing family. Some of the racers spent nights and time throughout this tragedy with a family they love.

The Wiechers have been to so many races, but they never realized how much people loved their son until this happened. Everyone that came by, or sent a card, mentioned how they will miss Freddy's beautiful smile, great personality, and competitiveness. Everything all of you did made this tragedy survivable. California and Nevada have the best racing families and you are all wonderful people. Thank you for everything and see you at the races.

The Wiechers
Reno, NV

Freddy Wiechers, 17, was killed while riding a mountain bike on September 16. A scholarship fund has been set up in his name at the ICDA Charter School, attn: Freddy Wiechers Scholarship Fund, 1195 Corporate Blvd., Suite B, Reno, NV 89502... Editor

The Conti blitz

After two years of hard work, Continental tires have won several 1999 AMA Grand National dirt track races, including the Sacramento Mile where "tire wear" was a critical issue. Congratulations, Chris Carr. The AMA wants to eliminate Continental and other new

brands by making the Grand National Championship a "spec" one-brand series. According to the director of racing, dirt track is not profitable and they need the money. The spec brand who has offered the most money gets the series.

The spec brand that is currently the top bidder has never made a GNC National main event. I am not faulting the new tire company for wanting to be involved with dirt track racing. Not at all. But I do not like the idea of any company buying a class because the AMA has done such a poor job of finding a series sponsor.

The new brand has offered \$100,000 towards the 2000 points fund. The current points fund is \$100,000. Do you think with the new tire money the riders will get \$200,000?

Why can't all the companies put up contingency money and let the best tire win? Stop cutting laps down and give the fans a 25-lap National. We have offered to build any spec tire the AMA wants and they have told us to build tires "just like Goodyear" so no one has an advantage. Is this racing? Good luck in 2000 guys. With the current decision makers and persons responsible for track preparation, you're going to need all the help you can get. Call the AMA and let them know what you think about "spec" racing.

Greg Tysor
Atlanta, GA

Tysor is the national sales manager for Continental tires... Editor

Just go home

In regard to AMA Superbike racing - Aussies go home! Both of you!

Richard Silvestri
Shermanj@toltbbs.com

Both are already there. But one will come back to defend his AMA Superbike Championship in 2000... Editor

Don't forget Pat

Tracy Hagen's guest editorial (Issue #36, September 15) about clueless road race announcers was absolutely spot on. I vividly remember going to Pocono many years ago to watch an AMA National and hearing the announcer refer to Randy Mamola as Randy Mamosa - and he did it all weekend long.

My hat's off to Richard Chambers. He transformed himself - with great determination - from privateer road racer to professional announcer, and he's a pleasure to hear.

But an omission in Hagen's editorial was the lack of reference to Pat Gonsalves - the unnamed "Daytona's excellent track announcer." For years the voice of Mosport and Shannonville, Pat is certainly the best current announcer in the sport of motorcycling. The sound of his voice at Daytona contributes greatly to the excitement about, and knowledge of, what's happening on the track all week long.

Why would any road race promoter on the continent not beg Pat to announce his event? It beats the heck out of me.

Jim Bates
Pittsboro, NC

Permanent MX numbers

Smoke pot, drink beer, get waxed all year, get fired, and you get National #3. Permanent numbers - a genius idea.

Jerry Jetton
Diamond Bar, CA

Whipped?

I read every week the interesting comments that the U.S. press throw at the Europeans, and I understand that most of it is general competitiveness between the U.S.A. and Europe, and that is very enjoyable. However, I refer to "Windham Whips Euros" in Issue #37. While I agree that Windham was outstanding his own backyard, may I suggest that for your next issue that covers the Motocross des Nations, that the front page should read "Euros spank the Yanks."

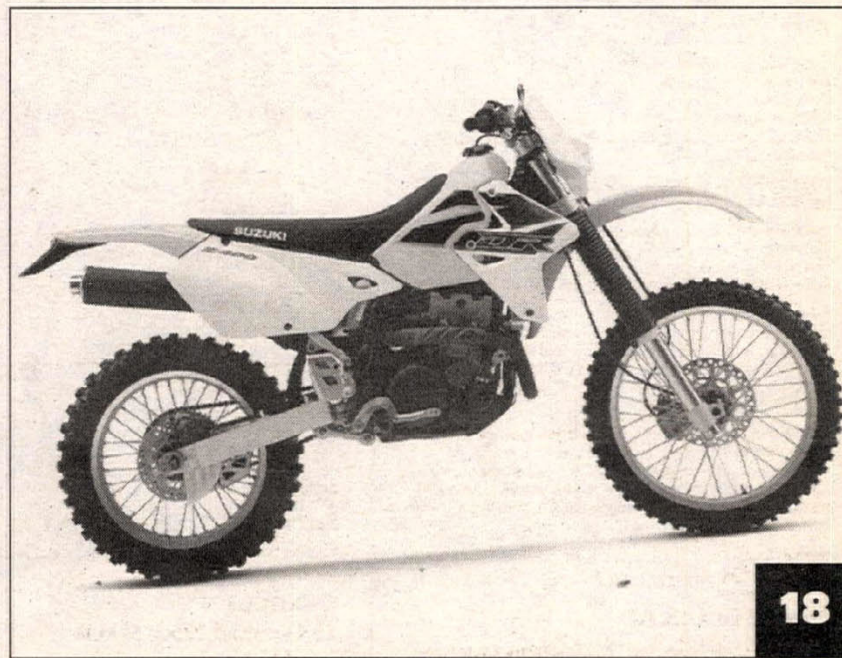
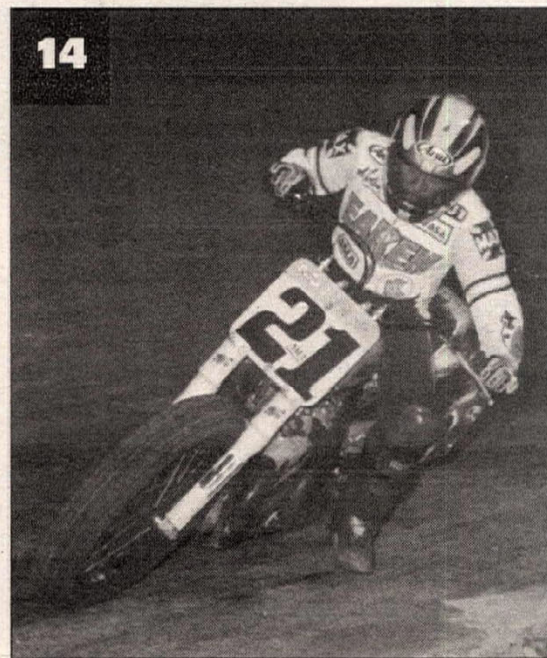
I look forward to hearing the reasons for this year's failure: Too hot, track too hard, track too fast - whatever. I look forward to the next issue.

P.S. Cycle News is tops.

Trevor Avery
Essex, England

How about "Yankee Go Home"? Avery is the team owner for the 250cc factory Husqvarna team... Editor

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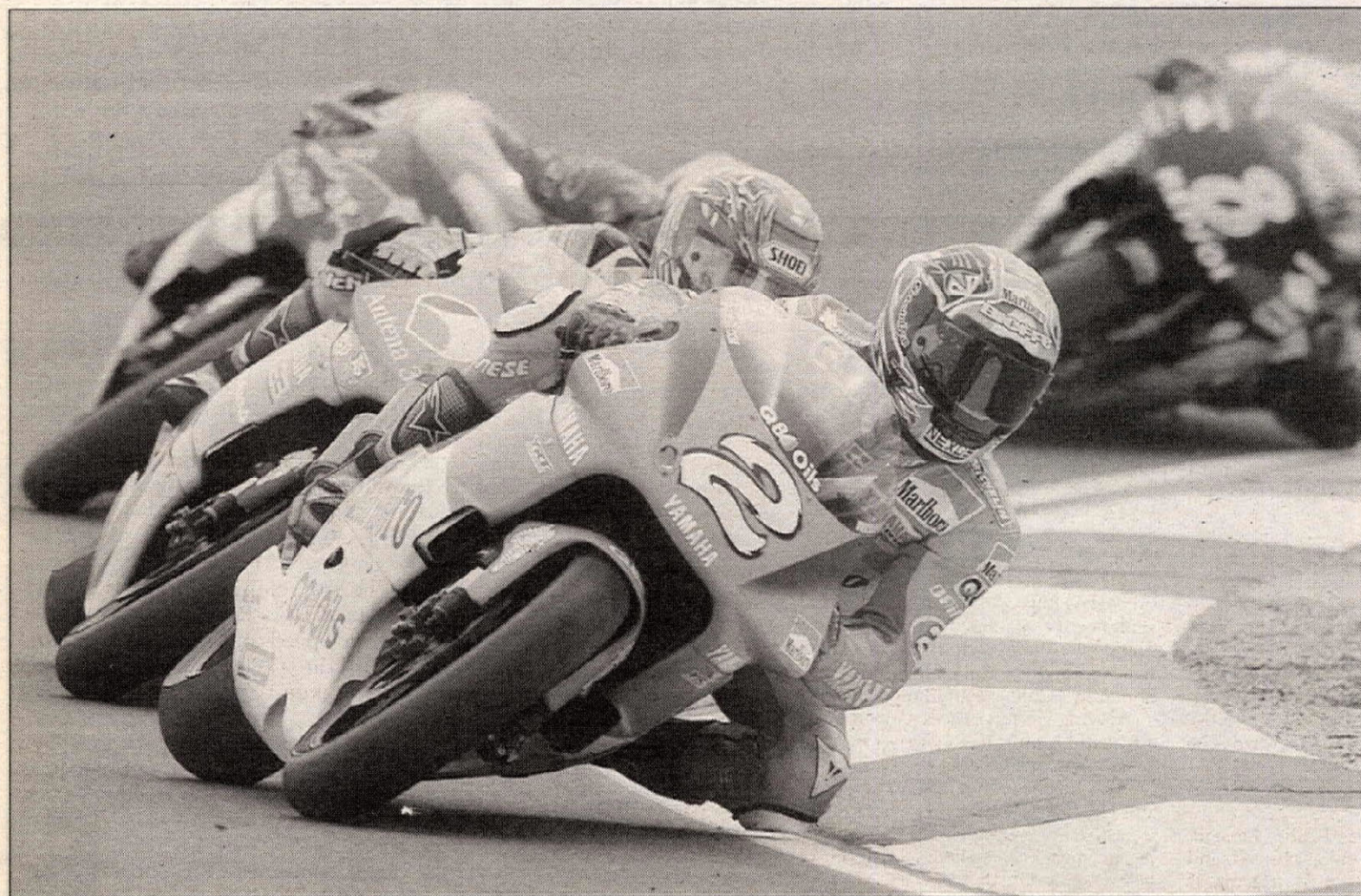


Unlucky 13 for Roberts



(Above) Kenny Roberts Jr. (10) appeared to have everything under control in the Australian 500cc Grand Prix - then his rear tire chunked and he was forced to slow, eventually finishing 10th.

(Below) Max Biaggi (2) fends off Norick Abe (hidden) in their battle for second place early in the race. Abe had to pit with a broken exhaust pipe while Biaggi went on to finish second.



By Henny Ray Abrams
Photos by Gold & Goose

PHILLIP ISLAND, AUSTRALIA, OCT. 3

On Friday afternoon, Kenny Roberts Jr. was on top of the world, his championship hopes boosted by rival Alex Criville's fall, and ensuing injury, and his own provisional pole position. By Sunday afternoon, it had all gone wrong.

Riding comfortably to a certain fourth victory of the season - with a growing six-second lead in hand - Roberts and his Suzuki were forced to slow when he lost a significant chunk of the left side of his rear Michelin tire less than five laps from the end of the Australian Grand Prix. The Phillip Island circuit, which had been resurfaced over the winter and was giving up lap records at every turn, and which has a long looping left-hand turn leading onto the front straight, had caused the rear tire problems for several riders, with Roberts' being the last.

When it ended, he was 10th and Repsol Honda's Criville, riding with a broken bone in his left wrist as a result of his Friday crash, was fifth. Meanwhile, Criville's Repsol Honda teammate Tadayuki Okada had won his third race of the year with a thrilling last-lap pass of Marlboro Yamaha's Max Biaggi before a crowd of 44,500.

Third, continuing his late-season surge, was Red Bull Yamaha WCM's Regis Laconi, who only days earlier had resigned with the team for 2000.

"For today's race, we think some

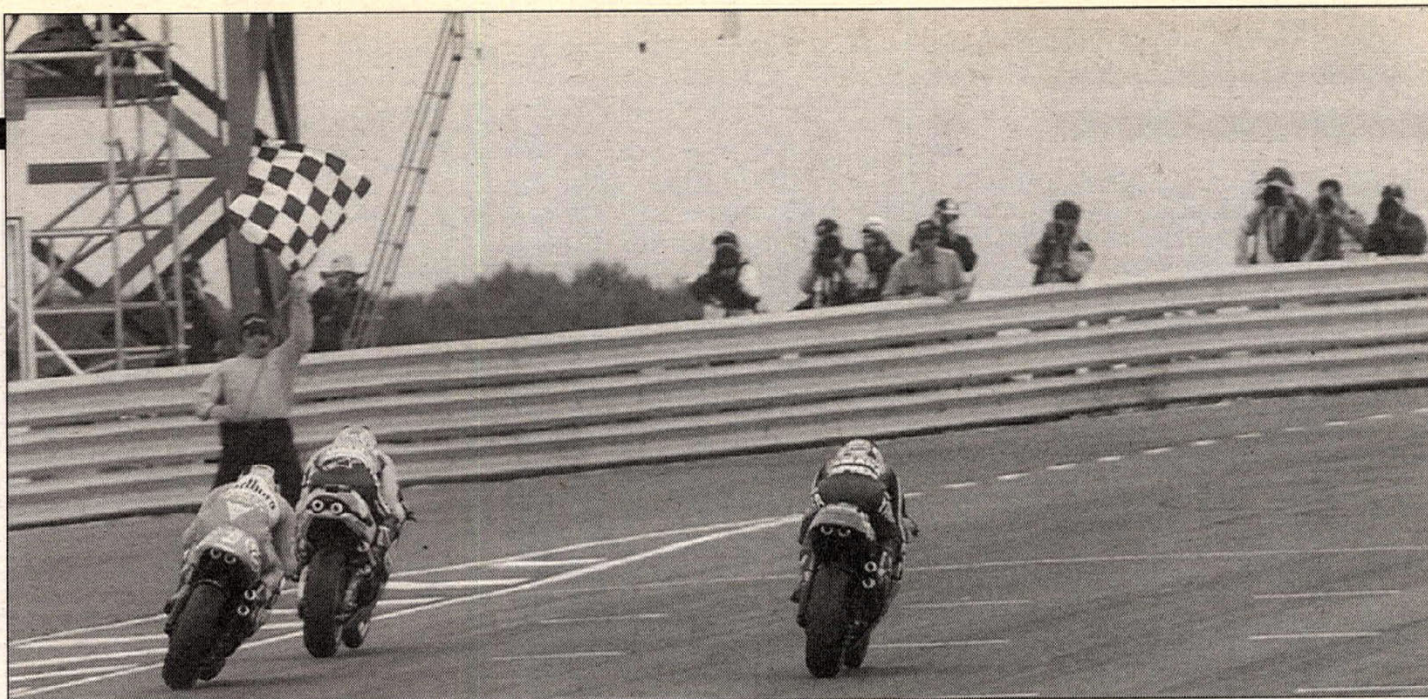
riders chose the wrong tires - they went with tires that offer better grip and feel, even though they were unlikely to last race distance," Michelin GP manager Jacques Morelli said. "The race winner chose a tire that could go the distance."

When all was said and done, Criville had expanded his points lead to 41 points, 230-189, over Okada, with Roberts back to third at 179.

"I still can't believe this result," enthused Criville, and he wasn't the only one. "I think that was one of the best races of my career."

Marlboro Yamaha's Carlos Checa managed to stay upright through an eventful first two corners and finished fourth, barely in front of Criville, with Repsol Honda's Sete Gibernau at the back of the threesome in sixth after blistering a tire.

"I'm angry at myself because the tire problem was my fault," Gibernau said. "I have nothing to blame on Michelin. I



(Above) The battle for victory went to the very end with Tadayuki Okada just beating Max Biaggi and Regis Laconi for his third win of the season.

(Below) Alex Criville (3), Sete Gibernau (15) and Alex Barros (5) do battle. Criville ended up finishing fifth with Gibernau sixth. Barros chunked a tire.



Goey's return to GP racing

Two weeks after not showing up for the final AMA race at Pikes Peak, Anthony Gobert stuffed himself into a set of red Vance & Hines Ducati leathers, climbed onto the MuZ Weber 500, and took to the track in his native Australia - first in a test at a scratcher's track in Broadford, then for real at the Australian GP at Phillip Island. The GP would be the first of his two rides on the MuZ, with the possibility that he'd also do the final two rounds in South America.

"Early in the year I never expected to be riding a 500 so soon," said Gobert, who was replacing the fired Luca Cadalora. "I thought I was going to have to wait maybe even a couple more years. It's been good to get an opportunity."

Having not been on a 500cc GP bike for over 2 1/2 years, there was an adjustment period, a lot of which had to do with tires.

"The biggest part for me at the moment is the Michelin tires," Gobert said in a press conference at the end of Friday's qualifying session. "I've been on Dunlops pretty much my whole career. The Michelin tire is really hard to come to grips with mainly because you don't get anywhere near the feel you get with Dunlops."

"A Ducati on Dunlop tires is a little bit like riding a couch around, really," he continued. "It's really, really rider friendly. You can get to a point and you can just stomp on the gas. With a 500, even if you get to quarter-throttle, it wants to nearly highside you. You've just got to nurse the throttle everywhere around here. I'm starting to keep more corner speed and build up. That's the main thing with the 500. With the Michelin, they grip so much more than the Dunlop, but when they break away they're really violent. And the 500, being a shorter wheel-base and everything, as soon as you get the thing sideways and it bites, there's not really much underneath you to keep you going forward. The thing just tankslaps you or spits you off."

Originally the team thought sixth place would be where he should finish, but the target keeps moving.

"Earlier on they had pretty high expectations, as I did," he said. "Realistically, I've been away from it for a while, the tires changed, and the bikes change and even the circuit here, with a new resurfacing, is

like a totally different race track. It's a lot to learn over a short period, and we're doing the best that we can at the moment. I am really riding cautious. I don't want to get caught out and get an injury at this point because it would ruin everything."

Asked what it would take for Gobert to stay on the team, team owner Rolf Biland replied, "I would say both sides have to be happy. Not on results only."

Which is a good thing, because Gobert found out quickly that sixth was something of a stretch.

"To be honest, early on, I mean everyone wants to finish on the podium," he said. "I think from being here today and seeing the pace that these guys are doing and realizing that the 500, even though I had experience on it and I came to grips with it before, because I've been on

a Ducati, it's a total different bike and riding style. It's kind of hard just to jump back on a 500 and adapt straight away. I find that the hardest thing is on the Ducati I could keep really high corner-speed and be sort of easy getting the power down. But with the 500, it doesn't seem to work. I know I need to rush in more on the front and sort of turn it and drive off. Those kind of things are really the hardest thing that I've been finding. I know it's going to take time. I'm trying to do it, only I'm trying to learn the tires, trying to get a good setup, trying to learn a line around the race track. I didn't think it would be any different, but the lines are totally different. It's like a whole new place to me. There's a lot

more things to take in than I expected. I'm just hoping for a good - a top 10, a strong top 10 would be nice."

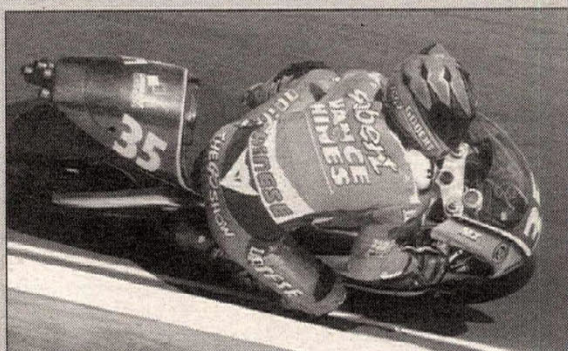
Gobert blamed his absence from the final AMA Superbike race at Pike's Peak on a motocross crash. He said he returned to Australia for treatment and rest, and was able to get back on a motocross bike just prior to the GP.

Of finishing his two-year stint in the U.S., Gobert said, "I like to think that I just got out of jail. It's kind of like I feel like I just served a sentence. In jail that's all you get to do is think. That's all I've been doing over there. I felt like I got a bit of a harsh deal. I feel that now I've really served my time. Hopefully, while I'm on parole at the moment, hopefully I don't do anything wrong."

Having won five races, Gobert felt racing in the U.S. was too easy. In a question-and-answer press release the team offered, Gobert was asked about his fitness.

"I went through a stage where I tried to see how fat I could be and still win. I won some races where I hardly could do my leathers up."

The team has expressed interest in keeping Gobert for next year, but he said he's been speaking with the World Superbike teams of Ducati, Honda, and Yamaha.



chose the wrong tire and of those riders that made the same choice as me, I'm the only one to finish without a problem."

Then there was a slight gap to Aussie homeboy Garry McCoy, the Red Bull Yamaha WCM rider.

Team Suzuki's Nobuatsu Aoki was eighth with rear brake problems from the outset, two-tenths in front of Kanemoto Nettaxi Honda's John Kocinski, with Roberts 10th.

Aprilia's Valentino Rossi may not have committed to anyone for next year, but this year he's committed to winning the 250cc World Championship, and he continued on the inexorable march with a narrow victory at the front of a swarming quartet in Australia.

Rossi was out early in a pack of four and mostly controlled the pace, dropping back past midrace to save his tires before making a definitive push at the end.

He retook the lead on the 20th of 25 laps, losing it for one lap, before taking the spot for good and speeding to the line .103 of a second in front of Chesterfield Yamaha Tech 3's Olivier Jacque. The power of Rossi's Aprilia was simply too much for Jacque's Yamaha to overcome.

"I close the door, I make a good lap time and I win," Rossi said.

"The struggle was very, very hard," Jacque said. "As Rossi had said, he has good top-speed and I couldn't take the lead in the race because I knew I couldn't keep it at the end of the straight."

Third in the four-rider pack was Shell Advance's Tohru Ukawa, with Jacque's teammate Shinya Nakano a close fourth. Rossi to Nakano was covered by .796 of a second.

Rossi continues to extend his championship lead. With three races to go,

the Italian leads Ukawa by 35 points, 243-208. Elf Axo Honda Gresini's Loris Capirossi, sixth today behind Ralf Waldmann, is third with 182 points.

The 125cc World Championship tightened up when championship leader Emilio Alzamora of the Via Digital Team was taken out of the race by Givi Honda LCR's Noboru Ueda on the 18th of 23 laps. Alzamora remounted and took 15th, good for one point, and leads Benetton Playlife's Masao Azuma by 13 points, 10 less than he had when he arrived in Australia.

Azuma's teammate Marco Melandri led two laps, the second and the last, and he won by .035 of a second, swerving down the front straight to frustrate the charge of Givi Honda LCR's Lucio Cecchinello, the Italian who'd led a swarming pack for 17 of the 23 laps.

Third place went to Festina Derbi's Youichi Ui, who gave the Spanish company their first points in over eight years and first podium since Jorge Martinez won the French Grand Prix in July of 1989. Ui was .134 of a second behind Cecchinello.

Melandri thrust himself right back in the title hunt with the win, his fourth of the year, and now lies 26 points behind Alzamora, despite four DNFs this year.

"When I see Ueda and Alzamora crash today, I say I must win, because I can win the World Championship," Melandri said.

250cc GRAND PRIX

Jeremy McWilliams busted out from his pole position to lead the first lap and little more. His race came to a very premature end when he lost the front end on the second lap, which is when the race began in earnest.

Four riders broke out early, and they would dominate to the end.

First among them was Rossi, who took the lead from Jacques on the fifth of 25 laps, with Ukawa a close third ahead of Jacques's teammate Shinya Nakano.

Capirossi found a home for himself



Valentino Rossi (46) tries to hold off Oliver Jacques (19) and Shinya Nakano (hidden) in their epic 250cc GP battle.

in fifth, off the pace, but out of danger, and Aprilia Germany's Waldmann settled in behind him on the eighth lap.

The order behind Rossi was fluid, but his grip on the lead was constant, though tenuous. Crossing the line he rarely held more than a 10th of a second lead.

On the 11th he had nearly half a second, but Jacques reeled him back in and was within .102 of a second at the end of the lap, with Nakano and Ukawa seemingly resigned to the back of the four-some.

Jacques took the lead on the 16th lap, with Rossi second in front of Ukawa and Nakano. With the Frenchman out front, the pace was slightly slower and the pack tightened up, and Ukawa and Nakano suddenly were back in it.

So suddenly that Ukawa took the lead on the next lap with Jacques second and Rossi third. Lap times dropped into the 1:35 range for the leaders, and it looked like Rossi might be saving his tires.

With eight laps to go, first to fourth was covered by .233 of a second.

Rossi blew by the top two leaders going down the front straight to start the 19th lap, his lap-time in the 1:34s.

Ukawa was second, Jacques third, and Nakano fourth.

There wasn't much in it when the lap ended, but Rossi was able to hold onto the lead and dropped the lap times again, this time into the high 1:33s. The others kept up, but couldn't attack, and Nakano was far enough off the pack to realize he'd be fourth, unless there was some drama ahead.

Ukawa crossed the line .005 of a second in front on lap 21, with Rossi taking it back in turn one and holding it when the lap ended. Jacques, meanwhile, drafted by Ukawa to take over second going into the first turn with less than three laps to go.

"When I saw that the others were stuck behind, I decided to do three or four laps behind them to see how they were going," Rossi said. "When I got back out in front, I pushed as hard as I could."

At the end of the 23rd lap it was Jacques in second, with Ukawa drafting by into turn one, then losing the spot

toward the end of the lap. When the white flag flew, it was Rossi-Ukawa-Jacques-Nakano, with .058 of a second covering first to third.

Rossi looked back in turn two and saw Jacques there with Ukawa just behind. Nakano made up some ground and when they exited the final corner Jacques was on his rear tire, but didn't have the motor to draft by. Rossi won by two bikelengths and Ukawa got back by Nakano on the run to the flag.

"It was a very close race today and I am upset at a small mistake which could have been the difference between first and third," Ukawa said. "I ran a bit too wide at the fast corner at the end of the pit straight and Jacques got through with better braking. I could have caught Rossi, I think."

Waldmann had passed Capirossi on the 19th lap and held on to beat him to the line by .036 of a second.

Then came Fila Watches Honda's Stefano Perugini and FGF Battaini Racing's Franco Battaini.

500cc GRAND PRIX

A sunny weekend throughout turned overcast late on Sunday afternoon as the 500s were gridding, but the wind was calm and there was no chance of rain. It would be a dry race.

Alex Barros got the holeshot with Norick Abe second and Roberts third. Roberts would be in front of both of them before the end of the lap.

Roberts had a scare at the end of the second lap when he ran wide onto the front straight, up onto the ridged, painted curbing, and got into a vicious tank-slapper.

"I got in and got on the gas too early," Roberts said. "If I backed off, I would've been passed."

Somehow, he managed to save it, but it cost him the lead later down the straight, and he dropped back behind Barros and Abe before picking Abe off, then getting Barros in the final corner at the end of the second lap.

Roberts quick, Criville hurt

The Australian Grand Prix was decided to a large extent on the last lap of Friday afternoon's qualifying session when Repsol Honda's Alex Criville, the rider with the 46-point lead, high-sided in Doohan Corner, the newly christened first turn. The damage was a break in a small bone in the left wrist and the end of his chances to be competitive, let alone win the race.

"I've been unhappy with the way the bike was working since this morning," the Spaniard said after the crash, his fourth of the year and third of the last two races. "We changed some things for the afternoon session, but we still haven't found the right solution as far as setup goes. We've been working to improve the bike until the last moment and this was when I lost control over the bike and I crashed. My left hand hurts from the crash but I should be okay, and I hope to be able to ride on Sunday despite the pain and the fracture."

After qualifying 12th, 1.4 seconds off pole at the end of the third row, Criville said: "My aim in this race is to score as many points as possible. I simply cannot let this chance at getting the title slip by. I must give 100 percent, whatever the situation, no matter how bad the pain is. I didn't sleep very well last night, because of the pain, but also because I was so annoyed with myself for crashing. But there are four races left so the situation is not desperate."

Two rows in front of Criville was Team Suzuki's Kenny Roberts Jr., who led an eclectic front row at some distance and did it without having to improve on his Friday fast lap.

"I didn't improve my time because it was windier, and more gusty, and I didn't need to take the chance," the 26-year-old American said after his third pole of the year. "As long as I stayed on the front row, that's okay."

Even before Criville's crash, Roberts had been relentless, attacking the track at every turn and consistently clocking the fastest times. According to Repsol Honda's Mick Doohan, there are two places on the 2.76-mile-long Phillip Island circuit that

you have to get right to master the track. Roberts sought out Doohan's advice and put it to good use in qualifying.

"It's not something that Mick says 'Do this,' and you go out there and do it. Well, I did," Roberts said. "It was just areas of feeling that I was receiving from the input of the bike. And he said he had the same type of feeling and what he tried to do is approach it from this angle."

"It's nice to talk to Mick because I think he's got a similar riding style and we speak the same language, so it's very easy for us to speak on that type of stuff. He is five-time World Champion," Roberts added.

Roberts said the team had gone faster during off-season testing, but that the bike worked differently.

"We had also found some things that were wrong with the bike that we were trying to find since we hit the European rounds, just the way the bike transfers weight," Roberts said. "It's like myself and the bike get out of sync and halfway through the race it starts transferring weight differently, and it's hard to ride a bike that does that, changes unexpectedly on you. We did find something that points to that. We changed it for here. As I say, it's kind of camouflaged now because the bike has worked so well here."

His best came on Friday, a 1:32.319, a time he couldn't improve in gusty conditions on Saturday. The mark was a new pole record by nearly a second, but still didn't match the qualifying record of 1:32.193 set by Troy Corser in this year's World Superbike event.

Even so, it was enough to take his third of the year, this one handily, by .761 of a second, giving him confidence for the race.

"I think we did need the mindset of trying to win this race, win the next race, and take them down to obviously the next two, hoping that Alex (Criville) had some bad luck," Roberts said. "It seems like that's happened. But again he went pretty good today considering his injuries; we know he's a tough rider and that he's going to be racing for a finish tomorrow. Sometimes when you race for a finish, other things happen and you let the pain get to you and you maybe make a mistake you wouldn't have without pain. So we're just going to have to try to do our job, which is come here and win the race."

The rest of the front row consisted of Testuya Harada, on the Aprilia V-twin, Red Bull Yamaha WCM's Regis Laconi, and Brazilian Alex Barros on the first Honda, the Movistar Honda

Pons entry, all clumped together, with riders two through 16 covered by one second.

Harada said the twin worked well at Phillip Island because he could carry more corner speed through the fast corners and didn't lift the front end on acceleration. But he also said his time was something of a mirage. He tried to make a draft pass on Criville, but could only pull beside him.

Fresh off his win at Valencia, Laconi was a confident third. The difference, there, as here, was a change he made in the direction of the setup.

"I am on the front row, which is superb for me, and the YZR500 feels perfect, I can do exactly what I like with it, and it gives me so much confidence," the Frenchman said.

Barros was fourth after making radical changes to the Movistar Honda in the second half of the session, after over 3 1/2 hours of practice.

"Yesterday and this morning I tried to do many things and nothing worked," the Brazilian said. "The last 25 minutes we change everything and it started to work better."

Marlboro Yamaha's Max Biaggi was fifth in front of heavy crasher Sete Gibernau on the Repsol Honda, with Tadayuki Okada next on another Repsol bike, then Norick Abe on the Antena 3 Yamaha D'Antin bike.

Biaggi felt he'd wasted the session after the team made a mistake in suspension settings. He might have been on the front row, but there was traffic on his hot laps.

After a traumatic highside on Friday, Gibernau felt Saturday "went so much better than yesterday. I'm obviously happy to have improved my time by a second, but also because I was able to run consistent 1:33 laps. Consistency is the key to doing well in the race. Physically, I feel a lot better now and that is also a great help. I'm nearly back to 100-percent fitness."

Teammate Okada said he was testing tires to sort through another problem. He'd settled on the 16.5-inch tire, one which Barros tested and Roberts rejected.

"It gives better turn-in on this track," Gibernau said of the tire. "I'm still lacking traction out of the turns, but we'll try our best to improve and run a good race."

Abe had been on the provisional front row overnight, but said he never got up to speed on Saturday.

"The bike is no different from yesterday, and although we need to make a few adjustments to the front suspensions, there is nothing major to change," Abe said.

The front pack was strung out with Okada in fourth, Biaggi fifth, Gibernau sixth, and championship leader Criville seventh.

Once he regained his composure, Roberts dropped the hammer, knocking his lap time from the 34s to the 32s and taking nearly a second lead at the end of four laps as he started to clear out.

Meanwhile, Biaggi moved up with the trio just behind, crossing the line in fourth, but taking second by turn one and setting out for Roberts.

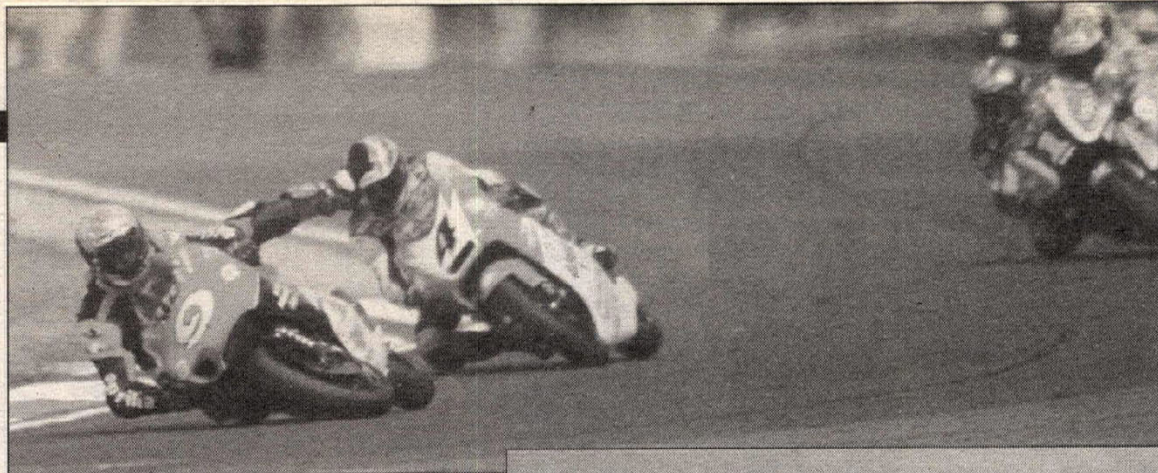
There was work to be done with Roberts holding 1.486 at the end of the fifth lap, though his fast lap remained the fourth.

Biaggi took two-tenths out of the lead on the next lap with Roberts tightening his exit from the final corner to stay off the curbing, and Biaggi using all the track and getting a better drive down the front straight. The Italian separated himself from the pursuing pack of five which Abe and Barros led, then Abe came back at him and the two Yamahas sped away.

Roberts turned it up again, lowering the lap time and taking his biggest lead, nearly two seconds at the end of the eighth of 27 laps. The seventh would be his fastest lap of the race, a new unofficial lap record of 1:32.743.

Abe, meanwhile, moved to second by passing Biaggi in turn three on lap nine.

At the end of 10 laps, Roberts' lead had grown to 2.530 seconds, but positions two through eight were covered by 4.5 seconds - with constant swapping amongst those positions. Biaggi and Abe were at the front of the group, Okada was next, with Laconi moving



Pole sitter Jeremy McWilliams led the race - but only briefly. The Brit crashed out on the second lap.

through to fifth on lap 10 in front of Barros, Gibernau, and Criville.

Ending lap 13, Laconi made a sweeping move around Abe at the head of the straight, the Japanese rider slowing and looking down at what would be diagnosed as a broken exhaust. He was out.

Halfway in and Roberts had 4.021 seconds in hand, Biaggi was second, with Laconi a close third, and Okada right in the mix. Okada took over third on the 14th, the trio at one another in every corner and moving away from the next pack contesting fifth.

Barros was out with the first of his two chunked tires on the next lap and the attrition was helping the injured Criville. He was now up to fifth, and holding off Gibernau - four seconds behind the second-place bunch.

Barros and his teammate Juan Borja both went out with severe cracking to the left side of their rear tires. Roberts would be next.

At the end of the 23rd of 27 laps, Roberts moved off-line at the head of the straight and stuck his foot out to alert the others to pass. His lead had crested at 5.862 seconds on the 19th lap, but it was gone in an instant. The pursu-



ing pack was quickly past and Roberts was now in conservation mode. The race was on.

"That wasn't what we expected," Roberts said. "Everything was going fine when suddenly I felt a bang from the rear and the bike started vibrating. I knew it was a tire problem and I had to back right off."

"Of course when I see Junior slowing down I was thinking maybe he has some engine problem," Biaggi said. "I was thinking he was on two-cylinder or something like that. I was taking his place, then I was fighting with Tady."

Three-wide at the end of the straight

to start lap 25, Biaggi moved in front with Okada second, then Laconi.

Two laps to go and it was Biaggi in front of Okada and Laconi, .159 of a second covering first to third to set up a thrilling final lap.

Nose to tail on the final lap, the order didn't change until Okada made a run up the inside at the hairpin, a hard braking downhill right just before the final looping run to the front straight. At the top of the straight, Okada ran slightly wide, but Biaggi couldn't capitalize, and it was Okada's third win of the year.

"I put everything I could into that last braking move," Okada said.

Not Doohan all right

The Mick Doohan Farewell Tour rolled into Phillip Island on Saturday, the five-time World Champion explaining for the third time in a week why he wouldn't be racing at his home Grand Prix and why he may never race again.

"I would say by the end of this month - by the end of the season - I'll know exactly what's going on, whether I'm competing as a rider or some other form of involvement in the sport," the Repsol Honda rider replied when asked about his future.

"I'm just taking a realistic approach to it all. And I don't need to get out there to prove anything to anyone. And if I'm going to get back out there, get back out there strong enough to ride the motorcycle, and that's what I said from the beginning and that's the way I feel at the moment. Because what I do is race motorcycles; I don't ride motorcycles. At the moment I can't race a motorcycle so what's the sense of being out there?" he asked.

Since returning to his native Australia, Doohan has faced three press conferences - one in Surfer's Paradise near his home, one in Melbourne, and the final one on Saturday at Phillip Island - to discuss his future. This was the race he was targeting to make his return, but he's far from fit and may not be ready for the final two GPs, in Brazil and Argentina, at the end of the month - especially if more surgery is required. Doohan will be back in the U.S. on Tuesday, October 5, to consult with his doctors in Northern California. Even if they determine that his convalescence is proceeding, the damage done by his crash at May's Spanish Grand Prix in Jerez is indelible.

"It's taken long, it's taken its toll," Doohan said during Friday's lunch break. "I wouldn't say it's changed my focus. I haven't gotten a lot of enjoyment out of kind of sitting down and taking it easy for this long. I really expected to be over this by now."

"But saying all that, it seems to improve and then plateau out, and then improve and then plateau out, and then sometimes come back a little bit as well. I'm going to go back to the States (to see Dr. Arthur Ting in Northern California) again on Tuesday of this week and see the doctors again and see where we go from there. The last time I was out there we were going to have a little bit more done. We couldn't do it, so, hopefully everything is okay and I won't need any more surgery and I can continue with life and then try to get back on the motorcycle, but they need to do some more work."

The crash occurred nearly five months ago and was more

severe than he originally let on, which is why he's trying to be frank now.

"It's just taken longer than we planned, but as I say the injury isn't an every day injury," he said. "I'm not trying to cover up anything here. I think in the beginning we were trying to cover up as much as we can, but there comes a point in time where you can't cover up any more."

That said, Doohan wasn't going to catalog his injuries.

"I think it's just sort of, without going into it, I don't think we need to: Injuries. Nobody's my doctor here."

The last time he was in the U.S. his doctors advised him to cut back on his physiotherapy, and he hasn't been doing any since being back in Australia. He was told to rest the injury, which he's done.

"I was pretty much put on bed rest and some crutches. Thankfully I'm back off the crutches again now. I think we've talked enough about the injuries," he said with some finality.

Someone suggested that fatherhood may have softened him, but he denied it.



"I was injured before I became a father. It didn't help speed it up or slow it down. An injury's an injury. I hit a wall at 130 mph and come off second best. Thankfully, I'm even here."

Doohan said he'd made a point of keeping Honda abreast of his condition, "but I don't want to give them an answer until I hop back on a motorcycle and find out whether I actually do want to ride the bike the way I've ridden the bike in the past. I don't want to commit to something that I'm not ready to commit to, and they understand that. So I think people are still waiting to see what Mick Doohan's doing, so to speak, but they're also taking care of everything else as well, because they need to. But if Mick Doohan is to come back and ride the bike again,

there's a bike there for him to ride. At this point in time, I've just got to get myself back together."

"As I said to somebody, I could probably hop back on the motorcycle next week and ride the motorcycle and maybe finish in 10th, 12th position. Why do that? I've done that before. I know that I physically can't ride the motorcycle the way I want to ride the motorcycle. I don't think I need to be out there to finish in 10th position and to circulate. Because mentally, I feel the same as I did before the accident. So if I was physically okay, I know mentally I'll be okay. I've been in this position before in '92, and I've come back and I've ridden injured, and I'm mentally trying to do something I physically can't, and I end up throwing myself down the road again. It does nobody any good. It does Honda no good, it does myself no good to be riding around out there in 10th position. Everyone else is saying, 'what the hell are you doing out there?'"

Whether he can ride again or not will dictate his future. At the moment, he has no answers about if he'd be riding for or running a team.

"I wish I knew; I don't know too much about it myself," he said. "I think there is some talk of people wanting to do stuff, wanting to put things together, so on and so forth. But, I think I've been tied up doing some other things. I've been on the phone quite a lot talking with HRC, talking with other people. It really depends on what I'm doing, whether I continue to ride or not. It will also depend on whether people really want to go that way. I can't really confirm or deny anything at the moment, it's just one of those things."

Doohan denied that he was in discussions with Aprilia's Valentino Rossi.

"Valentino speaks quite a lot too," Doohan said. "Maybe it's the Italian way. Some of the things, maybe it's got something to do with Honda Europe. At the moment, no, there's nothing with me."

Doohan had been to a few GPs earlier in the year, but went there knowing he'd be spectating. This was the race where he thought he'd be making his comeback. As it is, he's just an interested, and honored, spectator, but one with a unique view of the championship.

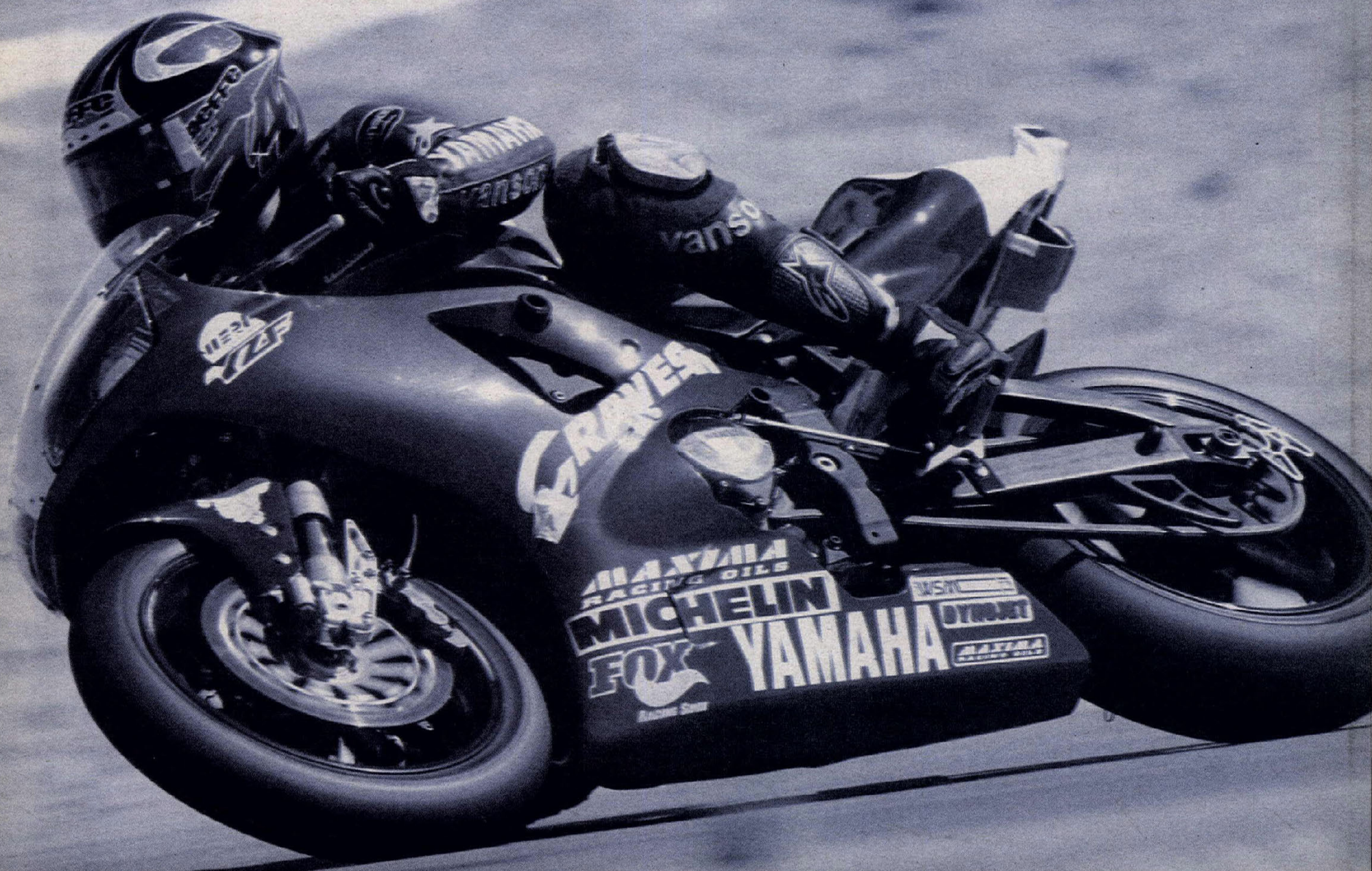
"This year has been a season full of interesting results, and everyone is kind of jostling this year I guess," he said. "They realize they're in a position to win the championship and do whatever they can to get some good results. So you never know what this is going to bring for the coming season. Kenny (Roberts) Jr. has definitely done a good job this season. He will mainly improve on his consistency. I think Alex (Criville) has definitely made a few mistakes this year. I think he's just put himself under too much pressure. I think between Alex and Junior, I think those two guys will be the guys for the next two seasons."

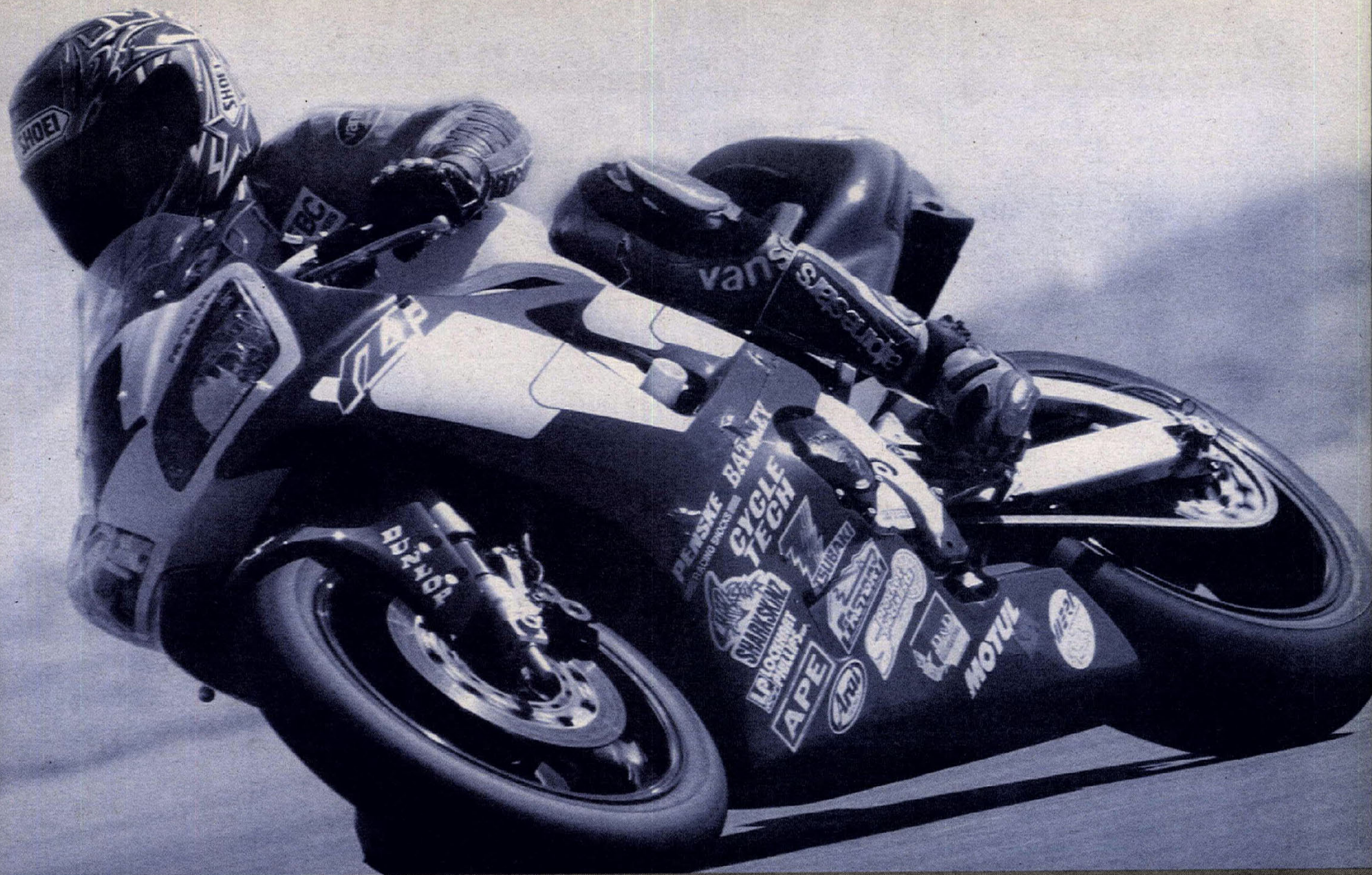
YZF-R1 Race-Proven. Championship-Winning. (Twice.)

WEA National Endurance Series

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Willow Springs 24





hour | Rosamond, CA | September 25-26, 1999

Yamaha's YZF-R1. Already a liter-bike legend in only its second year of production, it's the undisputed king of the open-class hill. And now, for the second straight year, it's also king of the WERA National Endurance Series. Which is why we'd like to take our helmets off to Semoff Brothers Racing and their unstoppable R1 for clinching their second consecutive WERA crown. And we'd also like to congratulate Graves Motorsports for their textbook win at the Willow Springs 24-Hour. Proving, once again, that being able to go the distance is often just as important as winning.



YAMAHA

"The last two laps were a little bit faster," Biaggi said. "I could hear the engine of Tady was very close to me so I tried to close down. That corner, he already passed me twice, maybe he had some advantage. I know some places you brake very hard, also this place is downhill, so it's more easy to lose the rear control."

Laconi was third, and streaming past next were Checa, Criville, Gibernau, and McCoy.

"My start was quite good but the first and second turns were a disaster, everyone went crazy and a couple of guys collided with me," said Checa.

Criville said that "the pain (from his broken left wrist) was bad during the race, but I found I could follow the other riders. I had to fight the pain all the way through, especially on braking, where it was hard to be precise."

Gibernau felt he could have been contesting the lead if he hadn't chosen the wrong rear tire.

Aoki was just in front of Kocinski with Roberts a lonely 10th.

Phillip Island Circuit Phillip Island, Australia

Results: October 3, 1999 (Round 13 of 16)

125cc QUALIFYING: 1. Noboru Ueda (1:38.600); 2. Lucio Cecchinello (1:38.620); 3. Marco Melandri (1:38.646); 4. Youichi Ui (1:38.922); 5. Arnaud Vincent (1:39.045); 6. Roberto Locatelli (1:39.063); 7. Gino Borsoi (1:39.244); 8. Gianluigi Scalvini (1:39.268); 9. Manuel Poggiali (1:39.281); 10. Jeronimo Vidal (1:39.337); 11. Emilio Alzamora (1:39.360); 12. Mirko Giansanti (1:39.365); 13. Simone Sanna (1:39.409); 14. Angel Nieto



Marco Melandri won the 125cc Grand Prix, his fourth victory of the season.

Jr. (1:39.444); 15. Steve Jenkner (1:39.690); 16. Masao Azuma (1:39.898); 17. Kazuto Sakata (1:39.925); 18. Pablo Nieto (1:40.247); 19. Ivan Goi (1:40.591); 20. Alessandro Brannetti (1:40.665); 21. Frederic Petit (1:41.035); 22. Max Sabbatani (1:41.043); 23. Peter Galvin (1:41.158); 24. Michael Teniswood (1:41.576); 25. Randy De Puniet (1:42.010); 26. Robbin Harms (1:42.428); 27. Reinhard Stolz (1:42.523); 28. Andrew Willy (1:42.843); 29. Brock Parkes (1:43.137); 30. Dennis Charlett (1:43.672).

125cc GP: 1. Marco Melandri (Hon); 2. Lucio Cecchinello (Hon); 3. Youichi Ui (Der); 4. Gianluigi Scalvini (Apr); 5. Masao Azuma; 6. Roberto Locatelli (Apr); 7. Jeronimo Vidal (Apr); 8. Gino Borsoi (Apr); 9. Manuel Poggiali (Apr); 10. Steve Jenkner (Apr); 11. Mirko Giansanti (Apr); 12. Simone Sanna (Hon); 13. Kazuto Sakata (Hon); 14. Ivan Goi (Hon); 15. Emilio Alzamora (Hon); 16. Alessandro Brannetti (Apr); 17.

Pablo Nieto (Der); 18. Fonsi Nieto (Hon); 19. Frederic Petit (Apr); 20. Reinhard Stolz (Hon); 21. Randy de Puniet (Apr); 22. Robbin Harms (Apr); 23. Brock Parkes (Hon); 24. Dennis Charlett (Hon).

Time: 38 min., 7.081 sec.

Distance: 23 laps, 63.57 miles.

Average speed: 100.065 mph.

Margin of victory: 0.035 sec.

125cc WORLD C/HIP POINT STANDINGS (After 13 of 16 rounds): 1. Emilio Alzamora (191); 2. Masao Azuma (178/5 wins); 3. Marco Melandri (165/4); 4. Nobbu Ueda (146); 5. Roberto Locatelli (136/2); 6. Arnaud Vincent (132/1); 7. Gianluigi Scalvini (129/1); 8. Lucio Cecchinello (100); 9. Simone Sanna (96); 10. Gino Borsoi (71); 11. Youichi Ui (69); 12. Kazuto Sakata (55); 13. Steve Jenkner (49); 14. Ivan Goi (48); 15. Mirko Giansanti (42); 16. (TIE) Jeronimo Vidal/Manuel Poggiali (37); 18. (TIE) Hideyuki Nakajoh/Randy de Puniet (20); 20. Max Sabbatani (14).

250cc QUALIFYING: 1. Jeremy McWilliams (1:33.919); 2. Olivier Jacque (1:34.272); 3. Loris Capirossi (1:34.10); 4. Shinya Nakano (1:34.236); 5. Tohru Ukawa (1:34.482); 6. Jay Vincent (1:34.527); 7. Valentino Rossi (1:34.541); 8. Ralf Waldmann (1:34.629); 9. Sebastian Porto (1:34.693); 10. Stefano Perugini (1:34.738); 11. Franco Battaini (1:35.211); 12. Tomomi Manako (1:35.315); 13. Anthony West (1:35.458); 14. Julien Allemand (1:36.193); 15. Luca Boscuro (1:36.402); 16. Alex Hofmann (1:36.488); 17. Maurice Bolwerk (1:36.985); 18. Shaun Geronimi (1:37.045); 19. Fonsi Nieto (1:37.080); 20. Masaki Tokudome (1:37.205); 21. David Garcia (1:37.302); 22. Jarno Janssen (1:37.427); 23. Scott Smart (1:37.806); 24. Kevin Curtain (1:37.847); 25. Johan Stigefelt (1:37.967); 26. Jay Taylor (1:38.003); 27. Roger Harrison (1:38.996); 28. Matias Rios (1:39.315).

250cc GP: 1. Valentino Rossi (Apr); 2. Olivier Jacque (Yam); 3. Tohru Ukawa (Hon); 4. Shinya Nakano (Yam); 5. Ralf Waldmann (Apr); 6. Loris Capirossi (Hon); 7. Stefano Perugini (Hon); 8. Franco Battaini (Apr); 9. Sebastian Porto (Yam); 10. Anthony West (Hon); 11. Tomomi Manako (Yam); 12. Jason Vincent (Hon); 13. Alex Hoffman (Hon); 14. Luca Boscuro (Hon); 15. Masaki Tokudome (Hon); 16. Fonsi Nieto (Yam); 17. David Garcia (Yam); 18. Jarno Janssen (Hon); 19. Johan Stigefelt (Yam); 20. Matias Rios (Apr); 21. Roger Harrison (Hon).

Time: 39 min., 28.278 sec.

Distance: 25 laps, 69.1 miles.

Average speed: 106.894 mph.

Margin of victory: 0.103 sec.

250cc WORLD C/HIP POINT STANDINGS (After 13 of 16 rounds): 1. Valentino Rossi (243/7 wins); 2. Tohru

Ukawa (208/2); 3. Loris Capirossi (182/3); 4. Shinya Nakano (175/1); 5. Stefano Perugini (121); 6. Ralf Waldmann (117); 7. Franco Battaini (115); 8. Jeremy McWilliams (83); 9. Olivier Jacque (68); 10. Sebastian Porto (65); 11. Jason Vincent (56); 12. Luca Boscuro (52); 13. Anthony West (Hon); 14. Mauro Lucchi (49); 15. Roberto Rolfo (46); 16. Alex Hofmann (38); 17. Masaki Tokudome (34); 18. Tomomi Manako (33); 19. Naoki Matsudo (21); 20. Daijiro Katoh (11).

500cc QUALIFYING: 1. Kenny Roberts Jr. (1:32.319); 2. Tetsuya Harada (1:33.080); 3. Regis Laconi (1:33.177); 4. Alex Barros (1:33.229); 5. Max Biaggi (1:33.274); 6. Sete Gibernau (1:33.333); 7. Tadayuki Okada (1:33.417); 8. Norick Abe (1:33.452); 9. Juan Borja (1:33.498); 10. Carlos Checa (1:33.511); 11. Nobuatsu Aoki (1:33.623); 12. Alex Criville (1:33.757); 13. Anthony Gobert (1:33.911); 14. John Kocinski (1:33.914); 15. Gary McCoy (1:33.956); 16. Jose Luis Cardoso (1:33.962); 17. Haruchika Aoki (1:34.569); 18. Jurgen van der Goorbergh (1:34.738); 19. Mike Hale (1:34.750); 20. Sebastian Gimbert (1:35.721); 21. David De Gea (1:36.169); 22. Michael Rutter (1:36.247); 23. Steve Martin (1:36.440); 24. Mark Willis (1:37.875).

500cc GP: 1. Tadayuki Okada (Hon); 2. Max Biaggi (Yam); 3. Regis Laconi (Yam); 4. Carlos Checa (Yam); 5. Alex Criville (Hon); 6. Sete Gibernau (Hon); 7. Gary McCoy (Yam); 8. Nobuatsu Aoki (Suz); 9. John Kocinski (Hon); 10. Kenny Roberts Jr. (Suz); 11. Haruchika Aoki (Hon); 12. Jurgen van der Goorbergh (Mu2); 13. David De Gea (Mod); 14. Steve Martin (Hon); 15. Mark Willis (Mod); 16. Norick Abe (Yam); 17. Juan Borja (Hon).

Time: 42 min., 9.271 sec.

Distance: 27 laps, 74.63 miles.

Average speed: 106.219 mph.

Margin of victory: 0.085 sec.

500cc WORLD C/HIP POINT STANDINGS (After 13 of 16 rounds): 1. Alex Criville (230/6 wins); 2. Tadayuki Okada (189/3); 3. Kenny Roberts Jr. (179/3); 4. Max Biaggi (129); 5. Sete Gibernau (124); 6. Carlos Checa (102); 7. John Kocinski (97); 8. Tetsuya Harada (94); 9. Regis Laconi (92/1); 10. Norick Abe (88); 11. Alex Barros (84); 12. Juan Borja (74); 13. Nobuatsu Aoki (62); 14. Haruchika Aoki (48); 15. Gary McCoy (46); 16. Mick Doohan (33); 17. Jurgen van der Goorbergh (31); 18. Simon Crafar (19); 19. Sebastian Gimbert (16); 20. Luca Cadalora (14).

Upcoming Rounds:

Round 14 - Welkom, South Africa, October 10

Round 15 - Jacarepunga, Brazil, October 24

Briefly...

Anthony Gobert had a less-than-auspicious debut on the Team Biland GP1 MuZ-Weber 500. Gobert had to take evasive action in turn two on the first lap and ended up running off the track and crashing. "My start wasn't too bad, and in the first corner I even went inside of a few guys and got past. When we got to turn two, the pack was so slow again that I decided to get around them on the outside line and gain a few more positions, but then (Carlos) Checa got hit by someone else, and crossed my line, so all of a sudden there was no place left on the race track. I hit the brakes hard, the rear came around and I was nearly thrown over the handlebars before I went through the grass and hit the tire wall in the end. I bit my tongue and even was knocked out for a moment, so I feel a bit shaken up and concussed, but otherwise I'm okay."

Proton KR Modenas' **Mike Hale** had a scary moment in Friday's first free practice session. Heading for a hard-braking downhill right, one of his brake calipers broke off the front fork leg, forcing him to abandon the motorcycle. Hale threw the Modenas down, and escaped unhurt. It was just the beginning of his problems. The Texan seized both of his motors in Saturday qualifying and would tie one up again in the race. "It was tying up on the warm-up lap," Hale said. "At the start of the race it almost stalled." Hale is finishing the first year of a two-year contract. "A lot depends on the future and the direction we go. To be honest, I'm still focused on right now. I really, really wanted to get a good result for the team before the season's over." The team is committed to the three-cylinder engine for the rest of the year, though Hale tested the Swissauto four at Brno. The first day there were a number of problems with the EPROM chip and there was no one from Swissauto at the test. Hale said when they looked at the data from the engine, it was running at about 65 percent.

Hale wasn't the only crasher. Repsol Honda had a pair - both World Championship leader **Alex Criville**, who broke a small bone in his left wrist, and Sete Gibernau, who had a violent high-side which launched him into an orbit from which he landed mostly unhurt.

You can never have too many stunt riders. That's the lesson from Phillip Island, where three riders were hired to provide thrills for the fans. The number was reduced by one when A.C. Farias, a veteran Brazilian, crashed on Thursday while practicing his routine. Farias broke his collarbone, the first bone he'd broken in his 18-year stunt-riding career.

Kenny Roberts Jr. was using Ohlins forks again on his Suzuki RGV Gamma, a significant change, since the team is contracted to Showa. Roberts, who used the forks on both the Modenas and Yamaha 500s, had tested them in Brno, after the Czech Grand Prix, and decided to fit them to the Suzuki for the Valencia GP, where he finished second.

Mick Doohan had this to say about whether or not fatherhood had changed his outlook on racing: "People have been having children for centuries and get on with their lives, so seriously, it's

fantastic to have a child, but, hey, there's a lot of other people who do."

Though he continues to deny it, the rumors that Doohan will be running a team with Aprilia's **Valentino Rossi** next year simply won't die. At Phillip Island they gathered steam with new details emerging. The team is likely to be backed by Shell, and the riders mentioned are Rossi, on a 500, and current Shell Advance rider Tohru Ukawa. Ukawa is said to be keen to get on a 500, and there were reports that he may even make the move to World Superbike with Honda. Yet another rumor was that Honda and Yamaha may swap World Superbike riders, Castrol Honda's Aaron Slight moving to Yamaha in exchange for Yamaha's Noriyuki Haga.

Doohan was back on a motorcycle and back on track for the first time since his crash at Jerez in May. Riding one of teammate Alex Criville's NSR500 Hondas, with his number one plate, Doohan did **two laps of honor** at surprising speed, pulled in, then went back out for one final lap without his helmet, all playing to a standing ovation from the crowd of 44,500. "That was really fantastic. It was hard to move on the bike; when I was trying to move around, my feet were getting caught on the footpegs. But apart from that, everything feels exactly like it did before. I wanted to take it easy because that bike was set up for Sete Gibernau and not for me. I just asked the guys before we set off what tires they'd put in, and they said, 'new ones.' I had not ridden a bike or a bicycle or anything since my accident so I really enjoyed that. Maybe I should have gone a little slower on that flying lap, but I just wanted to see what it was like to ride the bike again. I really love riding the bike. That's what has kept me racing for so long." It was fitting that the first corner he rolled through was Doohan Corner, the newly renamed first turn of the Phillip Island track, where he'd ridden every race since 1989. Given the state of his health, and the speculation that he may not race again, this may have been the last time he'll be seen on a 500.

Regardless of what Doohan decides, he's retained his sponsorship by **Qantas**, the Australian airline. Qantas CEO James Strong, a bike enthusiast himself, said that the sponsorship deal will continue through 2001. "We have been discussing a range of promotional activities with Mick, designed to further enhance our support of the 500cc Qantas Australian Motorcycle Grand Prix," Strong said.

Daryl Beattie put some laps in on Phillip Island, but only in his capacity as a television commentator. The former Rothmans Honda, Marlboro Yamaha, and Lucky Strike Suzuki rider strapped on a backpack full of electronics and did some fast laps on an MV Agusta outfitted with an outboard television camera. Beattie was working as a pit-lane commentator for Australia's Channel 10.

Gobert on podium. Almost. **Alex Gobert**, 16, beat his 18-year-old brother Alex by .070 of a second in the first Cameron Interstate 250cc Production race on Saturday afternoon at Phillip Island. The Aprilia-mounted pair was 2.5 seconds behind the winner, Brock Parkes, the reigning class champion. In Sunday's race, Alex Gobert was part of swarming pack of five battling for the lead, eventually ending up a very-close fourth. Aaron was sixth, with Parkes winning again.

Team Biland GP1's **Anthony Gobert** qualified 13th, just behind Alex Criville, after knocking 1.2 seconds off his Friday time to end with a 1:33.911. "I'm carrying a lot more corner speed than yesterday, my entry speed is a lot higher, and I still think a top 10 finish would be a nice result for us," Gobert said. "The only shame is that I missed out on the third row because I felt I had a time of 1:33.5 in me, but when I went out for my final run, the tire didn't work the way it was supposed to. When I had some slides on the first lap, I thought it was just too cold. But it still didn't work on lap two, and, as it had a funny-looking color, there was definitely something wrong."

For the first time in 20 years, a Brit was on the pole of a 250cc GP, and it took a veteran to do it. **Jeremy McWilliams**, 35, put the QUB Optimum Aprilia on the pole with a time of 1:33.919, a new track record by a fair amount on the resurfaced Australian venue. "It's one of the circuits that suits the bike perfectly and suits my riding style, as I like fast, flowing circuits, as I've proved by being the only guy under 1:33 all weekend."

TNT Transport, the freight carrier for the GPs, used a pair of **Boeing 747** jumbo jets to ferry the bikes and gear from Europe to Australia, then on to South Africa, and back to Europe. There were 153,000 kilos (333,600 lbs., or 168.3 tons) of gear to move, with HRC carrying 18.7 tons.

The pole time of Team Suzuki's Kenny Roberts was even more impressive considering the **top-speed numbers** of the front-runners. The average of Roberts' five best top-speed runs was 182.878 mph, well off the fastest top-speed average of 189.03 turned in by Red Bull Yamaha WCM's Gary McCoy.

Phillip Island is probably the hardest circuit in the world on tires, especially since an aggressive new track surface was laid at the start of the year. "We record the highest rear-tire temperatures of all here," said Michelin GP manager Jacques Morelli. Five-hundredcc runner-up Max Biaggi used the same rear tire which several others, including Team Suzuki's Kenny Roberts, had trouble with. He added that "Tady Okada, Max Biaggi and Regis Laconi were all doing high 32s or low 33s at the very end of the race, and that showed their tires were still working very well. Okada chose a 16.5-inch rear even though it doesn't suit the Honda so well, and Biaggi always looks after his tires. Okada gets some chatter with the 16.5, but he preferred to choose it because he knew it would be good right through the race." Both Movistar Honda Pons riders chose the wrong rear, and both owned up to it. "I didn't choose the correct tire, and it was impossible for me to stay out there," Alex Barros said. Teammate Juan Borja said, "I make a big mistake choosing the tire I chose. There's not much I can say."

Bad news for Yamaha's World Superbike star **Vittoriano Guareschi**. Just a week before the final race of the year in Sugo, Japan, the affable Italian broke and dislocated his left wrist and cracked two ribs after falling from his motocrosser in training. So, Noriyuki Haga will contest his home race without a teammate, but can rely on Yamaha Wild Cards Takeshi Tsujimura and Wataru Yoshikawa for support.

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Davis thrives in survival mode

By Scott Rousseau
Photos by Flat Trak Fotos and
Shawna Rousseau

LAS VEGAS, NV, OCT. 2

It wasn't like Will Davis hadn't seen the move before.

After getting the holeshot at the start of the Las Vegas Half Mile at Las Vegas Motor Speedway, the Eaken Racing/Rod Lake/Racing for Kids-backed Davis watched as Joe Kopp shot underneath him in turn three and attempted to pull away, just as Kopp had done successfully in a heat-race win over Davis earlier in the night. It looked as if history had repeated itself, and that the best of "Winkin' Will" could expect was a runner-up finish on a narrow-grooved, crater-filled Las Vegas track which made passing incredibly difficult.

Instead, the 34-year-old Davis proved that he is a quick study - in history and dance - as he somehow found a way to waltz around the outside of Kopp in the middle of turns three and four after hole-hopping over the broken-up surface at the end of the back straightaway. He then survived a late-race challenge from 1999 AMA Grand National Champion Chris Carr - including a hell of a jolt from Carr off turn two just before AMA starter Scott Zimmerman threw the five-lap sign - to claim his third win of the season and the 24th of his career.

So call him "Twinklin' Will."

"I'll probably still only have 23 Grand National wins," said Davis, who won the inaugural Las Vegas race in 1997. "They probably won't give me a dirt track win; this was my first hare scrambles National. What's them guys' names? Hatch, or whoever it is? You tell 'em to watch out. I'm looking at a factory hare scrambles ride next year."

Davis' sarcasm, a result of his disappointment over the track conditions, was clear enough, but was it misplaced? That depends on the perspective of the individual riders, but three of them - veterans Scott Parker and Terry Poovey, and young charger Kevin Varnes - did surrender and pull off the track during the 25-lap main event, deeming the sur-



(Above) Will Davis (21) survived brutally rough track conditions and a constant attack from Chris Carr (4) to win the Las Vegas Half Mile at Las Vegas Motor Speedway. The win was Davis' third of the season.

(Left) Joe Kopp (43) led the first two laps of the main event before falling to third. Nicky Hayden (69) came from the penalty line to finish fourth.

face to be unsafe. Davis himself admitted to going into survival mode even with Carr breathing down his neck while the two riders pulled away from the rest of the pack. After that, Davis had the advantage and simply made the least mistakes while he and Carr bucked and bounced around. They came within a circuit of lapping Coziahr Harley-Davidson temp Larry Pegram, who was the last-running rider on the track, in 14th place. Nevertheless, the win was welcome relief for the North Carolinian, who has suffered through a subpar season on the track and, more recently, a hurricane season off of it (see *Briefly...*).

"This win was something that we needed real bad," Davis said. "Just racing with Chris that way and beating him, and winning in Las Vegas... We've done it before, but the feeling is just different, even if the track is crappy. It's just a real good feeling."

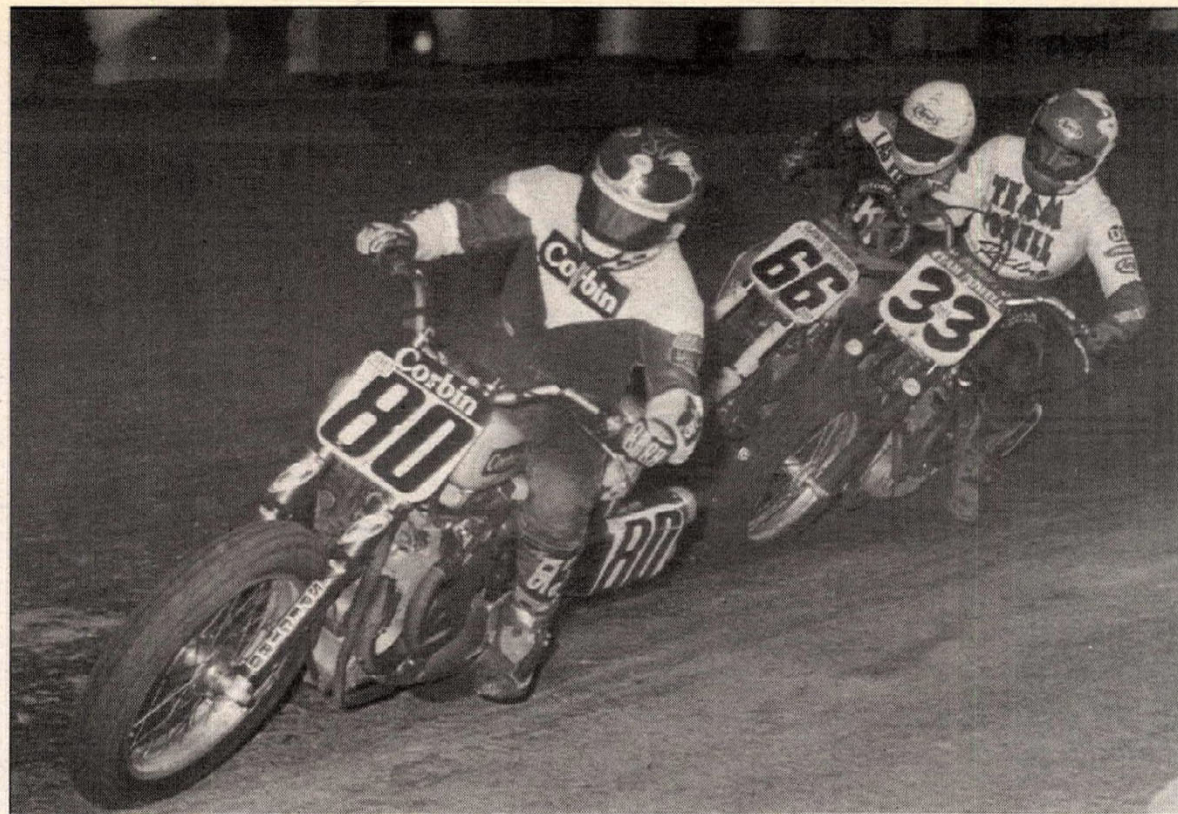
For the Harley-Davidson of Sacramento/Phoenix Racing/Big Valley

Ford-backed Carr, the racing surface extracted a fair toll. The '99 series champion was spotted limping in the pits post-race after he had apparently stuck his left foot in one of the holes and twisted his ankle. It didn't stop him from twisting the throttle on the track, however, as he managed to come off the line third and then follow Davis by Kopp to run second. Carr was the only rider on the track who was able to match Davis' pace, and the two left Kopp and eventual fourth-place finisher Nicky Hayden well behind them. Carr's only hopes for a pass lay in his steady-throttled, corner-rolling technique, which placed him just outside Davis in turns one and two several times during the race. The one time that he decided to try to run a little lower than Davis was the one time that he ass-packed the North Carolinian, nearly sending both riders down for the count. Carr backed off a bit after the incident, and he took a well-deserved runner-up finish.

"I caught my ankle in a hole in one and two, or it might have been three and four - they sucked too," Carr said. "I'm happy with second. I think that we had the bike that could win, but hey, Will just outfoxed us in three and four. I had a couple chances to get by him, but he rode a really good defensive race when he needed to. I just got second. I got beat."

For Kopp, third place was the best that he could do after Davis and Carr split on him early in the race. The Harley-Davidson of Missouri/Dave Burks Motorsports/Carl Patrick-backed Washingtonian lost too much ground after leading across the stripe on the first two laps. Still, he was able to hold off a hard-charging Hayden for the final rostrum spot, earning his second podium finish in the last three events.

"Third's pretty good," Kopp said. "It was the same thing as in the heat race. Will went into turn three and bobbled real hard on the first lap. I ducked under



(Left) Move over, bud: J.R. Schnabel (33) found a line in turn three that allowed him to scoot up the inside of several riders on a track where passing was difficult. Schnabel went from 11th to fifth. Geo Roeder (66) finished seventh, and Rich King (80) 11th. (Below) Scott Parker pulls off the track after running three laps. The nine-time series champion registered a vociferous dislike for the track conditions.

down. Roeder held on to take the win, with Parker second and a fast-moving Coolbeth third.

"I could hear Parker right on my butt there," Roeder said. "I started to screw up, and then when he got on me it made it even worse because I knew who it was. Parker's always tough, and you can't ever count him out. Same with Morehead. Those guys might be struggling at the beginning of the day, but you always know that they are going to be fast at the end of the day."

Morehead, Poovey, Varnes and Schnabel duked it out early in the final heat race, with Poovey leading Morehead as the two old guys pulled away. Morehead waited for two laps before making an unusual - but very calculated - move to take the lead from the Texan as they started down the front straightaway.

"There was just one good spot to pass, coming off turn four, where it's slick and you can get above the groove

him again, and I thought I had them covered, but I just couldn't get through the bumps in turn three as good as they were when they were behind me. They were running up higher, and I was running low, through the worst stuff out there. Once I saw what they were doing, I caught on, but I still couldn't get through there the way they were."

The TCR Racing-backed Hayden's dismay over his fourth-place finish was certainly not the result of his riding performance, but more over the fact that he squandered a perfectly good front-row starting position when he left the line too soon, along with Parker and Geo Roeder II, and was sent to the penalty line. The new AMA 600cc Supersport road racing champion was undeterred, though, and he got what was perhaps the best start of the main event, passing half of the field in turn one, and about the other half off of turn two to run sixth on the opening lap. He would get by Steve Morehead and Bryan Bigelow before running down Kopp, but that's as far as he could get.

"I am disappointed in myself for jumping the start," the 18-year-old Kentuckian said. "I think that if I wouldn't have jumped, and would have gotten a good start, I would have had a good shot at winning it. I just came from the back and rode really, really aggressively - maybe a little over my head. I got up behind Joe, and he never made any mistakes. Oh well, what are you gonna do? It was kind of good because all year long at the dirt tracks, I was always kind of worried in the back of my mind about the 600 (road race) championship. Tonight I didn't have to worry about that, and I could just go for it. Turn three was nice. It had more holes in it than Swiss cheese."

And lo and behold, Team Powell/Sunoco Race Fuels-backed J.R. Schnabel landed in the fifth spot, earning his first top-five finish since Terre Haute, Indiana, in 1997. The 19-year-old Wisconsinite wasn't the fastest rider on the track, but he passed more riders than anyone, somehow finding even more consistent success than Davis had. Schnabel ran 11th off the starting line, and then found an even better line than Davis and Carr had through the craters in turns three and four, passing Rich King, Geo Roeder II, Jay Springsteen, Bigelow and Morehead before it was all over.

"I don't know," Schnabel said. "The hole in turn three kind of helped me. I was getting around there good, and it seemed like I was just picking people off one by one. Pretty soon it was like, 'Whoa, I'm in fifth.' I saw Kopp and Hayden up in front of me, and the way

that I was going, I thought that I might be able to catch them. Then that line kind of wore out. But I'm happy. I'm very happy. It's been a long time since we got a top-five finish. We needed one. We were due."

Schnabel was followed by USC Racing/Lancaster Harley-Davidson's Bryan Bigelow, Schaeffer's Harley-Davidson/Las Vegas Harley-Davidson/KK's Geo Roeder II, KK/F&S Harley-Davidson/Shepherd & Drago's Steve Morehead, Bartels' Harley-Davidson/Real McCoy's of Japan's Jay Springsteen and 1-800-FASTHOG/Moroney's Harley-Davidson's Mike Hacker to round out the top 10. Corbin Racing's Rich King was 11th, followed by H-D of Dallas' Willie McCoy, returning rider Kenny Coolbeth on the Harley-Davidson of Missouri XR and Coziahr Harley-Davidson's Pegram, who was the last rider running on the track after Bartels' Harley-Davidson's Shaun Russell fell in turn three and Varnes, Poovey and Parker cashed in early.

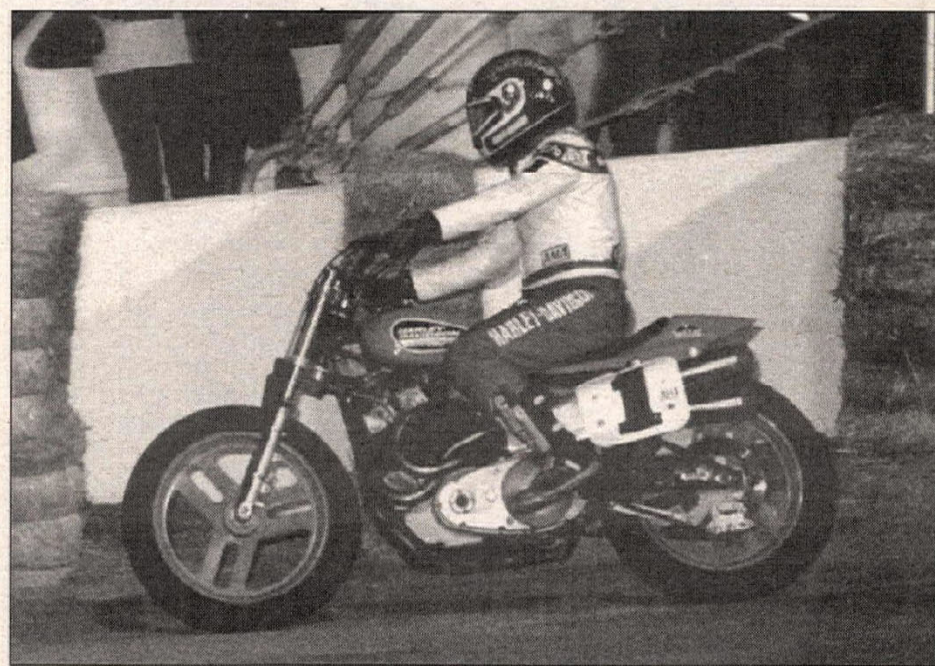
HEATS

Carr opened up the show with a heat-race win on the track, which had already chunked badly by the time the field rolled out for the first 10-lapper. Carr got the holeshot off the line, leading Hayden, Lynch Racing's Paul Lynch and Springer into turn one. King, meanwhile, got a terrible start, and he was stuck toward the rear of the field, trying to figure out a way to salvage a spot in the main event. He did, but not fast enough, and he ultimately wound up fourth.

Carr managed to sort his way through the turns, and he quickly built up a four-length lead over Hayden, while Springer was still trying to make his way past Lynch for third. Springer finally did so on the fourth lap to lock up the last direct transfer. Carr glanced back off of turn two more than once to check the gap that he had on Hayden before taking the checkered flag by a comfortable margin.

"This track pretty much sucks, so you have to kind of see how hard you have to go to maintain your lead," Carr said. "I was just keeping an eye on the guy behind me and riding only as hard as I needed to ride. If anything, the racing line is getting narrower. There were passes (in later heats) being made simply because the rider in front made enough of a mistake. If a guy can get on the bottom and not make a mistake, it will be tough to go by him. Really tough."

Davis made that one big mistake after taking the early lead in the second



heat race, while Kopp ran second, followed by National number 72 Steve Liberty, Bigelow and former National number 72 (now 72F) Pegram. Bigelow eventually slipped under Liberty for third, as did Pegram for fourth, but the big surprise came right in the second set of corners, as Davis skidded up just a tad too high and Kopp powered underneath him to take the lead. Davis tried to fight back in turns one and two, attempting to roll around the outside of Kopp on the narrow rubber strip that had been laid down. Kopp fended off the move by simply moving up another six inches on the line, effectively blocking Davis for the rest of the way.

"Coming out of turn four Will got out of shape, and it was a dogfight to the groove there, and I beat him to it," Kopp said. "After that I knew that he was on my heels, and I thought that he was making time on me going into one up high. I just moved my line up for a couple laps. I heard him a whole bunch of times, and there was a couple of times when I heard him getting off the throttle before I did, and that's when I knew it was time to go."

Roeder got the holeshot in heat three, with Brett Landes on a loaner TCR bike running second, Adkins Racing/Winchester Harley-Davidson's Mike Varnes running third, Coolbeth fourth and Parker fifth. Parker was the man on the move, as he tiptoed under Coolbeth in three and four on lap three after both riders blitzed past Varnes a lap earlier. Parker then ran it in hard underneath Landes in turn one on the fourth lap and tried unsuccessfully, to run Roeder

or below the groove and get a run on somebody," Morehead said. "It's about the only thing that you can pull off. I thought Poovey was hooked up pretty good once he got the thing pointed straight. He just lost his momentum through the middle of the corner and moved up. I was able to get a run and roll underneath him."

From there, Morehead simply looked great as he left the rest of the field behind, winning by the largest margin of any of the heat-race winners and putting himself in position to earn a second Las Vegas victory in as many.

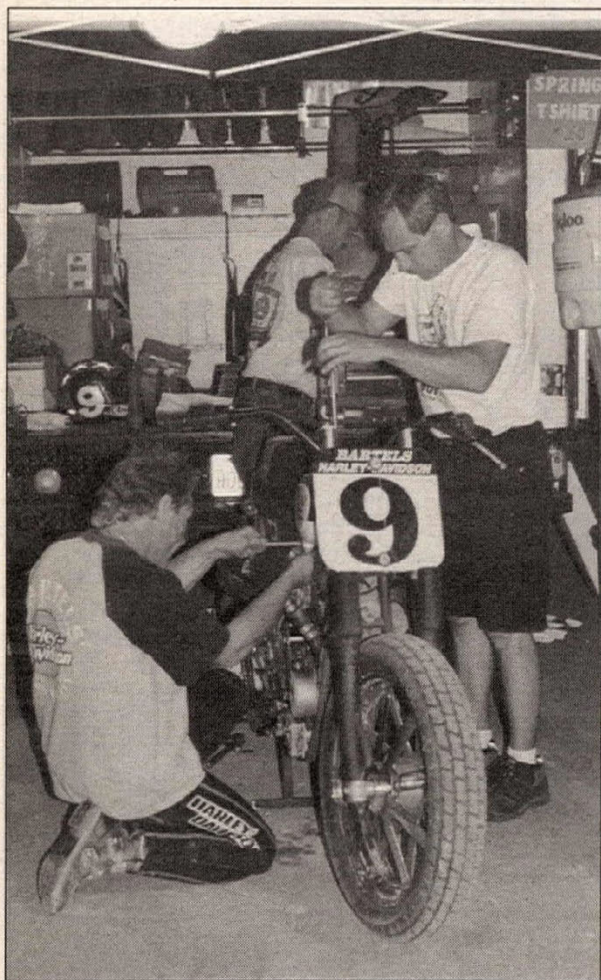
"Well, I damn sure don't like Del Mar, so this is the last chance that I've got to win," Morehead said.

Poovey finished second, while Schnabel got around Varnes and earned a rare direct transfer to the main event.

H-D SPORTSTER PERFORMANCE NATIONAL

A friendly war on the race track continued to foster a friendly war of words off of it, as Harley-Davidson Sportster Performance Series title combatants Shaun Russell and Wille McCoy squared off once again in what was basically a two-man show during the 12-lap Sportster final in Las Vegas. McCoy came into the race with a three-point lead over Russell, who won the last event in Sacramento. But when the dust cleared at Las Vegas Motor Speedway, Russell was the top dog in the series standings.

The Miller Electric/Bartels' Harley-Davidson-sponsored Russell beat the TLC Racing-backed McCoy to the groove at the start of the 12-lap final,



(Left) Jay Springsteen (left) and mechanic Joe Bisha (right) ready Springsteen's Bartels, machine for the feature. The always-tough Springer took a beating, but wound up ninth. (Above) The night began on a sad note as Chris Carr and former dirt track racer Alex Jorgensen took a memorial lap of honor aboard the late Toby Jorgensen's motorcycle.

with Mitchell's Modesto H-D's Michelle DiSalvo running third, ahead of JMK Pro Racing's Robert Miller and reigning HDSP series champion Jess Roeder on the Las Vegas Harley-Davidson/Roeder Harley-Davidson 883. The race was red-flagged when Miller lost the front end between turns three and four, and crashed. He was uninjured, but his bike was not, and Miller would retire after the restart, finishing 15th.

Russell again pulled the holeshot on the second go, with McCoy right there, although the Texan appeared to lose more ground than gain it initially, as he was clearly hard on the gas in an effort to catch the fleeing Russell. After McCoy settled down, he did pull to within striking distance.

Meanwhile, Roeder was having difficulty with DiSalvo and Skip Fordyce Harley-Davidson's Billy Martin, but the savvy Ohioan found the break that he was looking for when the trio came up to lap Mike Boyle, who was running a much slower pace. Roeder simply moved up and put himself between DiSalvo and the top of the groove, forcing her into a brake-check to avoid piling into the back of Boyle. Roeder moved into third for good.

"I seen the slower rider coming, so I just decided that I was going to use him as a blocker," Roeder said. "I knew that if I got to the outside of her, she was going to have to back off, and then it would be an easy pass. I was having a hard time getting around her. When I moved into third, I could see that they (Russell and McCoy) had a straightaway on me. I just settled in and didn't want to make any mistakes so that I could finish on the podium. I think that I've made a pretty good statement this year, two wins and two thirds and I've only ridden four times. If I had done the whole season this year, I feel like I would at least be with them going down to the wire, but it's been a good learning season for me on the road racing side of things. Hopefully we can build on that."

Up front, McCoy was on Russell's tail, but it appeared as if there was little that he could do to complete a pass.

McCoy went for it in turn three anyway just before the white flag was thrown. His reward was a bucking motorcycle that nearly shot out from underneath him. The mistake was enough to secure Russell the win by several lengths at the finish, belying the fact that it had actually been a close race.

And with one war over, runner-up McCoy fired the opening salvo in the other one.

"I tried to get a good start, and it wheeled on me and then the back end broke loose, so I got pretty excited because he (Russell) was in front of me," McCoy said. "I started catching him, then he'd make a mistake. Then I'd try hard and just about go down. I just calmed down and tried to finish the race. If I caught him, great, if not, then I'm just going to beat him next week. He has only got a one-point lead on me, but that's all right. He's a little wimp, so he's probably going to be scared next

week. I'm not worried. I'm just going to go out there and beat him."

Russell was equally satisfied with his win and with the fact that next week's Del Mar Mile will decide the title - just as he had predicted that it would.

"The track was real inconsistent," Russell said. "It was hard to get a good lap, and I figured that I was going into (turn three) slow, and that he had to be catching me. If I tried to go faster, it would feel like I was just going to fall down, so I just stayed smooth and consistent, and hoped that he didn't catch up to me. So now I'm going to Del Mar with a one-point lead, and whoever wins, wins."

As for being a wimp?

"I've been called worse," Russell said. "Besides, we went running together one night, and I asked him, 'Do you want to go three miles or five miles?' When we got to the three-mile point he said, 'I'm all done.' I said, 'C'mon, lets go.' But he said, 'No, you go ahead if you want to.' So, I think that means that I'm in better shape."

SEMIS

King took off and hid in the first semi, leaving Hacker and Stylemaster Custom Motorcycles' Steve Beattie to battle for the second and final transfer spot. Hacker was running third, but the Virginian managed to get a run on Beattie and pass the Canadian rider down the back straightaway. Beattie failed to retaliate, and like the rest of the field, he was in the truck for the night, while King and Hacker advanced.

Russell led the second semi early, but Pegram woke up and blasted past the young Californian to take the point for good. Russell's troubles weren't over then either, as Art Skaggs & Bob Berry-backed Chris Boone jumped Russell off turn two as well. With Pegram checking out, Boone made Russell work his tail off in an effort to retake second place. It looked as though Boone would be enjoying an upset, but then he slowed down on the front straightaway just enough to allow Russell to get a great run into turn one. Russell retook the spot, finishing well behind Pegram, but also depositing the disappointed Boone into the pits for the rest of the night. So close.

Kevin Varnes led the final semi until about lap five, when he bobbled bigtime coming off of turn four, allowing McCoy to scoot underneath him. McCoy then suddenly appeared as though he had the joint wired, and he cut some of the smoothest laps all night en route to a runaway win. Varnes hung on for second, filling the field for the main event."

GRAND NATIONAL

Parker, Roeder and Hayden were all banished to the back row for having jumped the start, leaving only Davis, Carr and Kopp on the front row to take the green light. Davis got the holeshot over Kopp, Carr, Morehead and Bigelow when the 18-rider field filed toward the groove in turn one, and he appeared to be in the driver's seat for the duration. Then Kopp jumped him again.

"The track just changed so much," Davis said. "In the heat race, I just got in there too hot when he did it, and I just kind of missed the groove. So once I got the holeshot in the main event, I said to myself, 'I will not do that again.' But on the warmup lap I didn't really go down there and look at it (the turn), and so I didn't realize that there was a hole there about four feet deep. I was going plenty slow not to make that mistake again, but when I went in there I almost went over the bars. I bent the bars and everything, and it was like, 'Oh no, not again!'"

But although Kopp gained the lead for two laps, he lost it in the same place, as Davis rolled around the top of turn three and took the point back, dropping Kopp into the clutches of Carr, who held third. Meanwhile, Hayden had gotten a flying start off the back row, and he was already up to sixth place. Perhaps one of

Briefly...

The evening's races at Las Vegas took on a rather somber tone as it was learned that Grand National racer **Toby Jorgensen** of Stockton, California, had passed away in Dallas, Texas, the night before the race. AMA Dirt Track Manager Bruce Bober asked for a moment of silence during the riders' meeting, and also arranged for all of the riders to take part in a memorial parade-lap for Jorgensen. Chris Carr was selected to ride the Team Saddlemen Harley-Davidson with Jorgensen's number-23 plates around the track. Jorgensen's uncle, dirt track hall of famer Alex Jorgensen, rode on the back of the bike, carrying the checkered flag in Jorgensen's honor. Toby Jorgensen was 17 years old.

By winning the Las Vegas Half Mile, **Will Davis** got more than just the mental relief of a tough season; he got a bit of financial relief as well after his Goldsboro, North Carolina, home took a fair beating when Hurricane Floyd ravaged the Carolinas recently. Davis' wife, Rhonda, related a particularly scary incident that nearly injured Davis and the couple's 5-year-old son Cole during the storm. "A (40-foot-tall) Hickory tree fell on our house," Rhonda Davis said. "Will and Cole were standing in the window when the tree broke. It hit our deck and came through the window where they were standing. Will threw Cole out of the way and then jumped out of the way. They both had glass all over them. But we were fortunate. A lot of people have lost everything. Will said that it has been strange turning on CNN and seeing Goldsboro, North Carolina, on national television."

There may be another Washington rider to keep an eye on at future 750cc Grand National events, as **Eric Rickman** of Puyallup, Washington, has secured a ride with Goeken Racing to contest next year's Grand

National series aboard a Tim Goeken's twin-shocked Honda RS750, which appears to be either a former Ted Boody- or Alex Jorgensen-mount. "We're going to hit all of them if we can get some backing," said Rickman, who actually debuted the bike on a one-time basis at Sedalia, Missouri, earlier in the year.

Apparently tired of just "hanging around with his buddies," as fellow Texan Willie McCoy recently stated, Irving, Texas' **Jason Tyer** has been a regular on the West Coast swing of the Harley-Davidson Sporter Performance Series. "I've got to get my GNC points," Tyer said. "I have to get three more points to get my card. We'll get it." The reason for the sudden push is that 19-year-old plans to ride three classes on the circuit in the year 2000. Tyer has signed on to ride the XR750 of Bill Allen, an 883 for Widman's Harley-Davidson and a SuperTracker for former dirt track racer Ted Davidson.

Survival was apparently the key to success for most of the racers who dealt with what most of them described as abhorrent track conditions at Las Vegas Motor Speedway. Full-time road racer and part-time dirt tracker **Larry Pegram**, who cruised to a 14th-place finish, was among them. "I survived whatever that was," Pegram said. "I came here to have fun. I kind of had a little bit of fun early on, but it wasn't too much fun in the main event. It was kind of a joke for them to put anybody on something like that. Obviously, maybe they shouldn't come back to this place if they can't keep the track any better than that." Using a road racer's perspective, Pegram was asked to suggest a plan of action to rectify such problems in the future. "You could sit here and talk for an hour about what should be done," Pegram replied. "But I think that just as in road racing, the organization that is supposed to be protecting us is not doing their job. I think that their first objective should be safety. From my point of view, look-

the most dramatic moments came on the fourth lap, when Roeder, Springsteen and King fanned out three-wide going into turn three while battling for the seventh spot. Roeder ultimately took the position.

"Going into three down there it was just so bad," Roeder said. "Nobody knew where to run because it was so rough. I started going in high for a while, then that went away on me, so... It was fun. It was interesting. Coming from the penalty line, I guess that ain't too bad."

Parker was already off the race track by that time, as the nine-time champion figured that enough was enough.

"I just ran a couple of laps, and the track was a piece of shit," Parker said. "People kept looking like they were going to fall off all over in front of me, so I just pulled off. It ain't worth it. This wasn't a race track, it was a hole-jumping contest. I apologize to all of the fans who paid good money to come here and watch us race motorcycles, but it ain't worth risking your life on a track that is that bad. I apologize to Bill (Werner) and Craig (Lager) and Pete (Pulaski). They worked their butts off on the bike, and for me to pull off... Bill said not to worry about it. The track was a joke."

Hacker wound up getting in one pass, as he got around King in turns three and four on lap six to pull away and finish a lonely 10th.

"We were just both struggling with the bumps," Hacker said. "I guess that he just made a little mistake down there. We were both faster on the other end of the track. After I got past him I just tried to hang on. I think that's what everybody did. By the time I got by Rich, I couldn't catch anybody."

King, who finished an uncharacteristic 11th place, later said that he figured that running fast wasn't worth the risk that was involved.

"The track was just terrible," King said. "There was no smooth place to run. Three and four was so bad that I just about busted my butt three or four times. I just rode around and finished where I finished. I don't know where I finished, and I don't care. Maybe I could donate the money toward track maintenance."

Springer hung tough in ninth place, following Morehead to the line.

"Me and Morehead and Roeder were just trying to move up a little bit after Hayden got by us, but the track was so



bad, and they were throwing rocks at me - I'm all black and blue again," Springer said. "You just couldn't see where you were going. I fell off three times, but I never went down. Everybody survived, so thank God for that. It just ain't no fun like that."

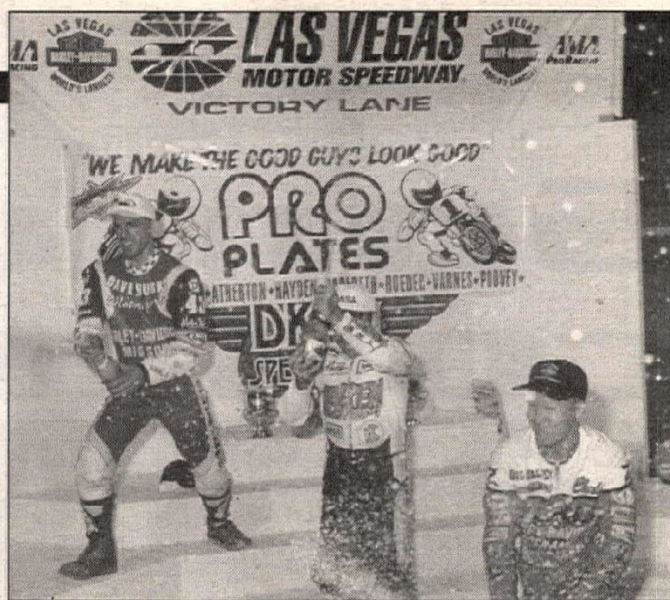
Meanwhile, Schnabel managed to find a line that took him to the very inside of the track in turn three and allowed him to be in prime position to make a pass every time the rider in front of him made a mistake. He got Roeder that way on lap 12, Bigelow on lap 14 and Morehead on lap 17 to move into fifth, far behind a third-place battle between Kopp and Hayden that appeared to have cooled off, as Hayden could not find a way around Kopp. Bigelow found a way past Morehead as well, and he wound up sixth - one spot out of his average finishing position for much of the year.

"It wasn't how hard you could ride, it was just picking the smoothest line and making the biggest arc that you could," Bigelow said. "The race was won and lost in three and four. Everybody was going the same speed in one and two. But all in all it's just like I say every week after we come to these crappy tracks: I am just glad to come out of here alive and with some good points. Joe finished ahead of me, so I think that my shot at fifth (for the year) is slim and none."

Up front, Carr and Davis engaged in a high-speed ballet, with Carr running just off of Davis' right wing, cracking the throttle to try and find a drive through one and two while Davis practically shut off and coasted around the bottom. The only time that changed was on lap 19 when the two piled together with such force that it left the crowd gasping.

"In three and four I kind of cut in front of him and blocked his drive, and he rolled out of the throttle," Davis said. "And then when he came down here (one and two), I guess maybe he was thinking, 'Dammit, I should've run it in

A smile for the camera (above)... and then it was time to hit the showers (right)!



there.' I wasn't really expecting it, and then all of a sudden, boom! I looked back, and he might have thought that I was mad at him, but all I was looking for was to see if he went down."

Carr shrugged it off afterward.

"I was just going down below the groove to try and get traction," Carr said. "You'd think that the traction would be on the groove, but not here. I just got a really good drive and he lit the thing up sideways, and I hit him. I got into him pretty good, and I was glad to get out of it because that was a pretty big concrete wall down the back straightaway. It's just one of them things that happened. He looked back to see if I had high-sided off of him, and I'm damned glad I didn't. That's just the way it goes."

After the bump, Carr appeared to pretty much give up for the last five laps. He remained close enough to capitalize on any mistake that Davis might make, but Davis didn't make any, and that was that.

"This wasn't really a dirt track race, but it was a battle," Davis said afterward. "I was just hangin' on, and we just beat 'em. I don't know if I could have done that if I was in the back somewhere. A lot of guys didn't, and I don't blame them. But we needed this. Now we just need to get one more and leave give 'em all something to think about over the winter."

CN

Las Vegas Motor Speedway Las Vegas, Nevada

Results: October 2, 1999 (Round 18 of 19)

HEAT 1 (10 laps; 9 riders, top three transfer): 1. Chris Carr (H-D); 2. Nicky Hayden (H-D); 3. Jay Springsteen (H-D); 4. Rich King (H-D); 5. Shaun Russell (H-D); 6. Billy Martin (H-D); 7. Eric Rickman (H-D); 8. Lonny Kopp (H-D); 9. Paul Lynch (H-D).

ing at both road racing and dirt track; their first objective is not the safety of the riders."

"I'm a dirt tracker, not a motocrosser," Saddlemen Racing's **Kevin Varnes** said after pulling into the pits before the halfway point in the main event. "I wanted to see what kind of start I got, and I wasn't moving forward. I was just moving backward. Enough was enough."

After the race, factory Harley-Davidson team **Bill Werner** responded to Scott Parker's statement of apology for pulling into the pits just three laps into the race. "He has nothing to apologize for," Bill Werner said. "I don't expect him to go above and beyond the call of duty. This was a plowed mine field. He gets paid to race and not kill himself. I'm happy. Instead of going out there and flailing around, he did the right thing." New Harley factory guy **Craig Lager** also commented on the track conditions - specifically the deep holes in turn three - from the perspective of a professional sprint-car driver. Lager owns and operates his own team, running winged and non-winged events in the Wisconsin, Michigan and Indiana areas. "If you were out there (in a sprint car), you could bicycle real easy, and you'd be blowing it in pretty fast, so you could put yourself over. I was watching everybody bounce through there, with their tails jumping every which way. It looked like a handful."

Kenny Coolbeth made his return to racing at Las Vegas after having been laid up with a broken right leg since the Peoria TT. "It feels good," Coolbeth said after getting back aboard his H-D of Missouri/Dave Burks Motorsports machine. "It's better than just sitting at home. I still can't walk too good. It is all healed, but it is still real stiff." Coolbeth went on to finish 13th in the main event. "I'm happy for my first race back," Coolbeth said. "The track just broke up really bad, and that made it really hard, but

it was good for me. Hopefully I'll have my head on straight when we get to Del Mar."

The rumor has been that **Bryan Bigelow** will be one of a possible two riders aboard a factory Harley-Davidson for the year 2000. His response? "I wish someone would call me and tell me that," Bigelow said. "As far as I know it's the same deal for next year, with me running with USC Racing as my primary sponsor, and Lancaster Harley-Davidson. Randy (tuner Randy Brady) has told me that he will keep doing this as long as I want to. We have built a really good team here, and he is like a brother to me. We have a blast, and we work good together. Factory ride or not, I don't think that I can lose. I think that we have as good or better than a factory ride right now."

Dan Stanley update: The Washington rider is back home in Washington, recuperating from the broken back that he suffered at Sacramento. Although the damage to his back was apparently worse than anyone thought, he is making progress. According to Stanley's tuner, Greg Crow, who was on hand to assist Coziar H-D rookie Brian Shirley at Las Vegas, "The latest that I have heard is that Dan still doesn't have feeling in his left leg, but he can wiggle his toes. The right leg is fine. Doctors are saying that he should get back 50 to 90 percent of his left leg, and they are real encouraged by the signs. You know Dan. He has already told the doctors that he needs to be ready to go racing by March."

Brett Landes rode Las Vegas aboard a TCR Harley-Davidson, apparently ending his deal with longtime tuner **Rick Canode** one race before it was scheduled to be terminated. The two have parted amicably, and remain friends, but Landes saw an opportunity to work with tuner Tom Cummings, and he took it. "T.C. gave me a great opportunity," said Landes, who is a big question mark for next season. "I don't want to retire, but I really don't know what I am going to do next year."

Time: 3 min., 54.562 sec.

HEAT 2 (10 laps; 8 riders, top three transfer): 1. Joe Kopp (H-D); 2. Will Davis (H-D); 3. Bryan Bigelow (H-D); 4. Larry Pegram (H-D); 5. Steve Beattie (H-D); 6. Steve Liberty (H-D); 7. Jaime Aguilar (H-D); 8. Lonnie Pauley (Hon); 9. Robert Miller (H-D).

Time: 3 min., 55.296 sec.

HEAT 3 (10 laps; 10 riders, top three transfer): 1. Geo Roeder II (H-D); 2. Scott Parker (H-D); 3. Kenny Coolbeth (H-D); 4. Brett Landes (H-D); 5. Mike Varnes (H-D); 6. Chris Evans (H-D); 7. Paul Bergstrom (H-D); 8. Chris Boone (H-D); 9. Lawrence Marsh (H-D); 10. Brian Shirley (H-D).

Time: 3 min., 59.035 sec.

HEAT 4 (10 laps; 10 riders, top three transfer): 1. Steve Morehead (H-D); 2. Terry Poovey (Hon); 3. J.R. Schnabel (H-D); 4. Kevin Varnes (H-D); 5. Mike Hacker (H-D); 6. Dale Jenneman (H-D); 7. Willie McCoy (H-D); 8. Gary Rogers (H-D); 9. A.J. Herrera (H-D); 10. Ken Yoder (H-D).

Time: 3 min., 55.632 sec.

SEMI 1 (8 laps; 9 riders, top two transfer): 1. Rich King (H-D); 2. Mike Hacker (H-D); 3. Steve Beattie (H-D); 4. Gary Rogers (H-D); 5. Lawrence Marsh (H-D); 6. Chris Evans (H-D); 7. Eric Rickman (Hon); 8. Lonnie Pauley (Hon); 9. Ken Yoder (H-D).

Time: 3 min., 11.783 sec.

SEMI 2 (8 laps; 9 riders, top two transfer): 1. Larry Pegram (H-D); 2. Shaun Russell (H-D); 3. Chris Boone (H-D); 4. Jaime Aguilar (H-D); 5. Mike Varnes (H-D); 6. Dale Jenneman (H-D); 7. Lonny Kopp (H-D); 8. A.J. Herrera (H-D); 9. Brian Shirley (H-D).

Time: 3 min., 12.697 sec.

SEMI 3 (8 laps; 8 riders, top two transfer): 1. Willie McCoy (H-D); 2. Kevin Varnes (H-D); 3. Paul Lynch (H-D); 4. Gary Bergstrom (H-D); 5. Billy Martin (H-D); 6. Brett Landes (H-D); 7. Steve Liberty (H-D); 8. Robert Miller (H-D).

Time: 3 min., 14.357 sec.

GRAND NATIONAL (25 laps, 18 riders): 1. Will Davis (H-D); 2. Chris Carr (H-D); 3. Joe Kopp (H-D); 4. Nicky Hayden (H-D); 5. J.R. Schnabel (H-D); 6. Bryan Bigelow (H-D); 7. Geo Roeder II (H-D); 8. Steve Morehead (H-D); 9. Jay Springsteen (H-D); 10. Mike Hacker (H-D); 11. Rich King (H-D); 12. Willie McCoy (H-D); 13. Kenny Coolbeth (H-D); 14. Larry Pegram (H-D); 15. Shaun Russell (H-D); 16. Kevin Varnes (H-D); 17. Terry Poovey (Hon); 18. Scott Parker (H-D).

Time: 9 min., 56.719 sec.

AMA GRAND NATIONAL SERIES POINTS STANDINGS (After 18 of 19 rounds): 1. Chris Carr (314/5 wins); 2. Rich King (250/4); 3. Will Davis (207/3); 4. Scott Parker (195/1); 5. Joe Kopp (182/1); 6. Bryan Bigelow (167); 7. Jay Springsteen (161/1); 8. Geo Roeder II (157); 9. Nicky Hayden (130/1); 10. (TIE) Kevin Varnes/Steve Morehead (117); 12. Mike Hacker (110); 13. Kevin Atherton (107/1); 14. Kenny Coolbeth (81); 15. (TIE) J.R. Schnabel/Steve Beattie (73); 17. Dan Butler (67); 18. Dan Stanley (66); 19. Terry Poovey (64); 20. Willie McCoy (60).

H-D SPORTSTER PERFORMANCE SERIES, ROUND 14 OF 15 HEAT 1 (6 laps; 5 riders, top four transfer): 1. Robert Miller (H-D); 2. Paul Bergstrom (H-D); 3. Paul Normandin (H-D); 4. Mike Boyle (H-D); 5. Kevin Hilbert (H-D).

Time: 2 min., 31.739 sec.

HEAT 2 (6 laps; 6 riders, top four transfer): 1. Jess Roeder (H-D); 2. Tom McGrane (H-D); 3. A.J. Herrera (H-D); 4. Mark Witham (H-D); 5. Joey Duvall (H-D); 6. Gary Rogers (H-D).

Time: 2 min., 34.580 sec.

HEAT 3 (6 laps; 6 riders, top five transfer): 1. Willie McCoy (H-D); 2. Billy Martin (H-D); 3. Victor McAnally (H-D); 4. Yuhiko Hirao (H-D); 5. Scott Scherb (H-D); 6. John Grant (H-D).

Time: 2 min., 29.276 sec.

HEAT 4 (6 laps; 6 riders, top four transfer): 1. Shaun Russell (H-D); 2. Michelle DiSalvo (H-D); 3. Jason Tyer (H-D); 4. John Faulkner (H-D); 5. Roger Lee Hayden (H-D); 6. Don Hart (H-D).

Time: 2 min., 29.491 sec.

H-D SPORTSTER PERFORMANCE GRAND NATIONAL (12 laps; 17 riders): 1. Shaun Russell (H-D); 2. Willie McCoy (H-D); 3. Jess Roeder (H-D); 4. Michelle DiSalvo (H-D); 5. Billy Martin (H-D); 6. John Faulkner (H-D); 7. Jason Tyer (H-D); 8. Victor McAnally (H-D); 9. A.J. Herrera (H-D); 10. Tom McGrane (H-D); 11. Yuhiko Hirao (H-D); 12. Scott Scherb (H-D); 13. Mark Witham (H-D); 14. Paul Normandin (H-D); 15. Robert Miller (H-D); 16. Mike Boyle (H-D); 17. Paul Bergstrom (H-D).

Time: 4 min., 58.017 sec.

H-D SPORTSTER PERFORMANCE SERIES POINTS STANDINGS (After 14 of 15 rounds): 1. Shaun Russell (195/3 wins); 2. Willie McCoy (194/3); 3. Billy Martin (147/1); 4. Gary Rogers (131/2); 5. Robert Miller (105); 6. James Hart (91); 7. Paul Bergstrom (88); 8. Jess Roeder (78/2); 9. Nate Wait (72); 10. Yuhiko Hirao (67); 11. Michelle DiSalvo (67); 12. Brian Kromroy (59); 13. Tim Eades (52); 14. Paul Morgan (51); 15. Scott Stump (49); 16. Joe Eades (36); 17. Jason Tyer (33); 18. Alan Eadie (31); 19. Paul Normandin (29); 20. Victor McAnally (27).

Upcoming Round:
Del Mar, California, Oct. 10



Something to contend with

Don't look now, but Suzuki is a contender. In competition this season, Greg Albertyn grabbed the company its first 250cc National MX title in 18 years, and Mat Mladin got it its first AMA Superbike crown in a decade. Meanwhile, across the pond, Kenny Roberts Jr. has posted victories in the FIM 500cc World Championship Road Race Series, and is a threat to win that title. Now it looks like Suzuki is also stepping up to

the plate with its new models - again, in both the dirt and tarmac venues. We've already spent quite a bit of time on the impressive new RMs (see the 125cc MX shootout in this issue), and some of the models in the rest of the 2000 lineup look pretty convincing as well: Suzuki has a new water-cooled off-road four-stroke (also available as a dual-sport model), and its GSXR750 has undergone a complete makeover.

Suzuki's new off-road four-stroke is available in two configurations: The kickstart DR-Z400Y is pictured on our cover, while this photo shows the electric-start DR-Z400EY. From talking with Suzuki officials and development riders, it seems that the DR-Zs are focused somewhere between a Yamaha WR400 and a Honda XR400 in terms of competition-level performance (Suzuki claims to have no plans for a YZ400-style motocross bike). This could be good, as the Suzuki will be filling somewhat of a void, rather than aping existing machines. Both DR-Z versions feature 398cc, DOHC, four-valved, liquid-cooled engines with a five-speed tranny and dry-sump lubrication system (oil is carried in the frame's main backbone and downtube). They also boast a 49mm conventional cartridge fork, an adjustable RM-style shock, aluminum wheels, enduro lighting, and a chrome-moly frame with detachable subframe. Bodywork is influenced by the Suzuki motocrossers. The DR-Z400Y has a retail price of \$5249, while the EY goes for \$5349. Both bikes should be in dealerships by February.



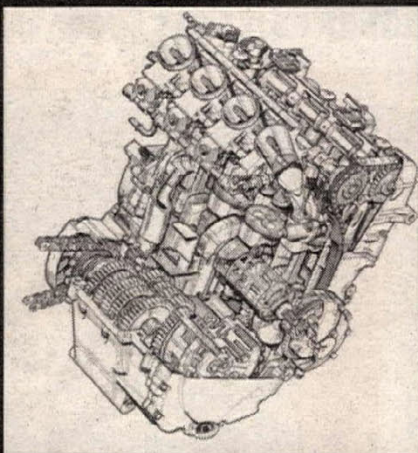
As with the old 350cc thumper, Suzuki's new off-road model is accompanied by a dual-sport version - the DR-Z400SY pictured here. Though based on the same package, the SY has several changes to make it street legal. Among them are street-legal lighting and instrumentation, engine tuning for a broad powerband and low-rpm torque, a thermostatically controlled fan for riding in city traffic, a constant-velocity carb, and D.O.T.-legal tires. The dual-sport bike, which retails for \$5349 and should be available in March, also has an electric-start system.

Sharper image

Hot on the heels of its first AMA Superbike Championship win in 10 years and its eighth AMA 750cc Supersport title, Suzuki brings an all-new GSX-R750 to the table for 2000. Naturally, it's all about being *lighter* and *faster*.

In the case of the GSX-R750, the weight loss is close to 30 pounds (now 366 pounds), while the power gain is some five horsepower. Although the general layout of the inline, 16-valve, water-cooled, four-cylinder engine is the same as last year, this year's powerplant has been refined via a smaller/lighter cylinder head with a more narrow 25-degree valve angle, hollow camshafts, lighter pistons and shot-peened connecting rods, reduced crankshaft diameter and a new one-piece cylinder block and upper crankcase section. Suzuki claims that combining the cylinders with the upper crankcase makes the package stronger, lighter, and allows internal routing of oil, thus eliminating external hoses. In addition, the pulsed-secondary air-injection passageways are now built into the cylinder head that also eliminates some hoses and the weight that goes with them.

In an effort to gain more power while improving throttle control, the Suzuki now

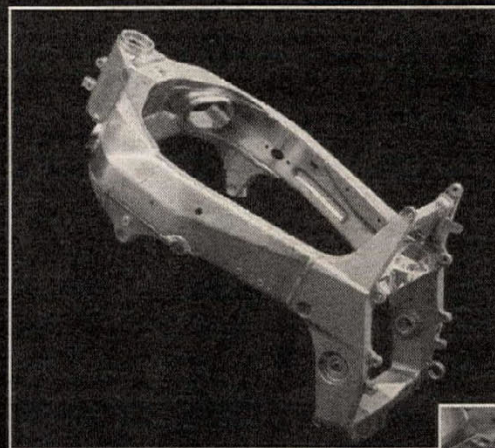


uses a new 16-bit electronic control module for the fuel-injection system, with new tapered throttle bodies offering a steeper fuel-injector spray angle. There's also a servo-controlled secondary valve system used to maintain correct intake air velocity.

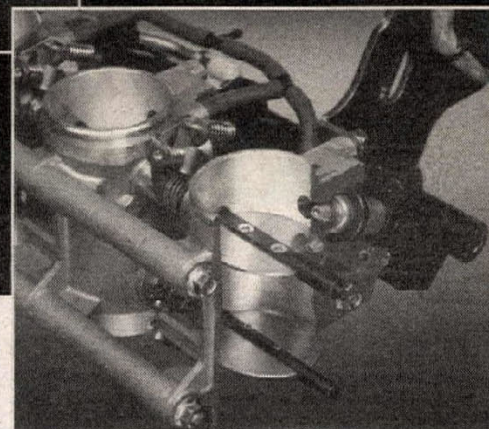
Suzuki didn't stop with the engine. There's also a new aluminum frame that gets a longer swingarm in an effort to get more weight on the front wheel. The frame is lighter than last year's and Suzuki claims it has a 10-percent better torsional-rigidity-to-weight ratio. Rake and trail have been increased slightly in hope of improving the bike's turn-in ability, rear-wheel traction and straight-line tracking.

The 43mm inverted fork gets an additional 5mm of travel, and the rear suspension package is new for 2000. Additionally, the front brakes now get a four-piston caliper, and the bike gets new 17-inch wheels - with a more narrow 5.5-inch rear wheel sporting a 180-sized rear tire.

Visually, the GSX-R750 is radically different. Gone is the hump-back styling of years past - replaced by a sharper, more refined-looking bodywork package. Suzuki has yet to release a suggested retail price for the new GSX-R750.



Not willing to rest on its laurels, Suzuki has refined its AMA Superbike, and AMA 750cc Supersport-winning GSX-R750 for 2000.



The Bandit's new mask

The only other streetbike in Suzuki's 2000-year lineup to undergo changes is the Bandit 600S. The popular little Bandit gets a new fairing with twin projector-beam headlights and a taller, wider windscreen, featuring a vent system designed to reduce turbulence around the rider's helmet. The bike also gets new instruments with an LCD odometer and trip meter, plus new mirrors.

This year's Katana 600-based engine gets 31mm Keihin carbs with a throttle-position sensor to improve low-rpm response. The engine sits in a new frame with reduced rake/trail and a longer wheelbase to improve handling. There's also a larger front-brake caliper piston, wider wheels and reduced seat height. The bike also sports increased fuel capacity, 5.3 gallons, for 2000.

The Bandit will carry a suggested retail price of \$5799.



So long, DR350

While the debut of Suzuki's all-new Suzuki DR-Z400 is being applauded by many, the celebration is at the expense of an old friend - the 10-year-old DR350, which is being replaced.

At its introduction in 1990, the little thumper featured an air-cooled, four-valved, single-overhead-cammed motor, Full-Floater rear suspension system and conventional fork. At its farewell this year, it's pretty much the same. Okay, if you want to get technical, there were a few updates over the decade. A digital DC CDI ignition was added in '93, and the following year saw a relative plethora of changes: The bike got an automatic decompression system and a cartridge fork with rebound and compression adjustment. Then a California version was created in '98, the only difference being a constant-velocity carburetor. Other than that, the only changes to the Dr. have been a series of graphic packages - one or two of which even Suzuki PR manager Mark Reese admits were rather unsightly.

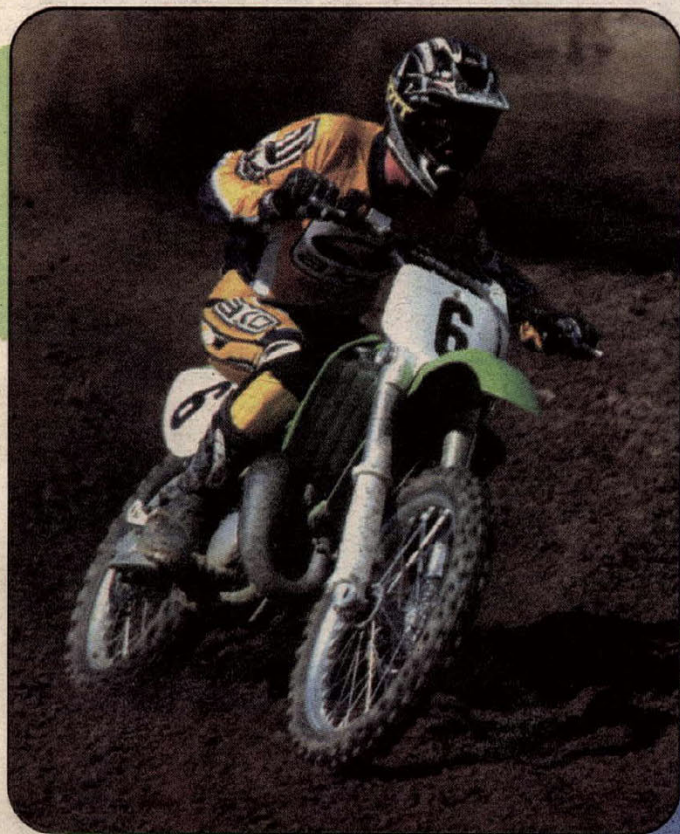
Still, the DR has been a popular ride, used for everything from trailriding (the norm), to professional motocross (in highly modified form), to the International Six Days Enduro. Meanwhile, the bike's DRS sibling - introduced at the same time - was regularly ridden on tarmac the world over.

Still, most tears being shed for the faithful old DR should quickly dry when eyes are cast on the new one. Even ISDE veteran and Works Enduro Rider owner Drew Smith - who was involved in the development of both bikes - isn't melancholy: "Motorcycles are just machines to me. I have absolutely no soft spot in my heart for old technology - with the exception of an old seven-speed Hercules I have, and that's just stuffed in a shed... I can't wait for (the new DR) to get on dealer floors, so I can go buy one."



GET A CLUE

And we thought it was tough choosing a winner last year



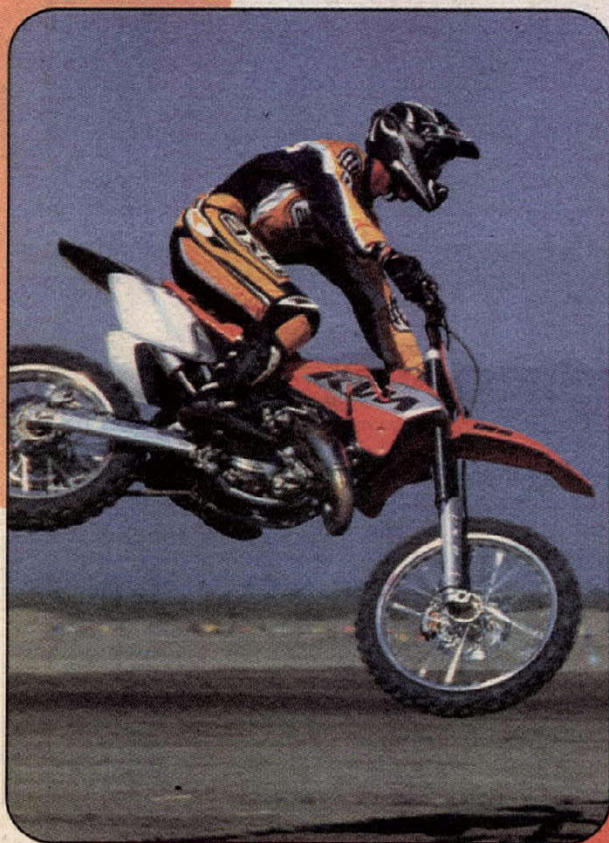
Kawasaki KX125



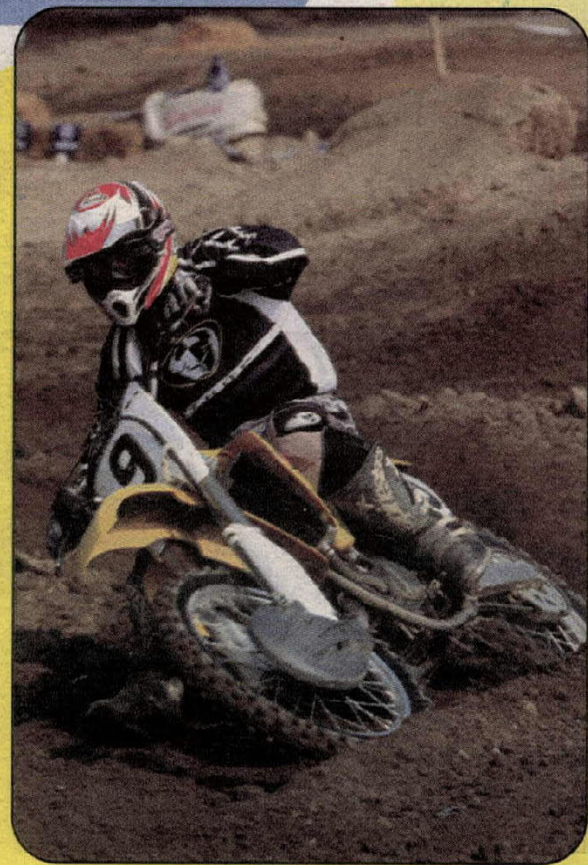
Honda CR125R



Yamaha YZ125



KTM 125SX



Suzuki RM125

By the Cycle News staff
Photos by Matt Freeman

It's beginning to sound a lot like a broken record, but, every year, it just keeps getting tougher and tougher to choose an outright winner in our annual 125cc MX shootout. Up until the last minute, the CN editors and "hired" test riders

were still trying to commit to an outright favorite among the Honda CR125R, the Kawasaki KX125, the KTM 125SX, the Suzuki RM125 and last year's champ, the Yamaha YZ125, but when the gun was finally held to everyone's head, we made that final decision.

Much to everyone's surprise, when the votes came in, one bike had actually grabbed the majority

of first-place votes. This was very surprising, because early in our testing sessions, it seemed as though each bike was at least one of our testers' "favorite," but opinions changed regularly as we spent more time on the bikes, rode them on different tracks, experienced a variety of riding elements and tried different adjustments and settings. But, as mentioned earlier, opinions often changed right up

Introduction continued on page 25

KTM 125 SX

MOTOR

The motor is strong, but the spread is kind of narrow. - Tim Sharp
Fastest top-end of its class. It has good mid. The thing is a rocket. - Dano Legere
Awesome motor, feels modified. Decent bottom, strong midrange and the top end revs to the moon. - Chris Sprenkel
Excellent top-end. Low end about the same as the RM, but KTM pulls further. Very crisp top-mid overrev. - Jason Strong
The motor is very fast. The KTM motor I would rank second place to the Yamaha because of lack of bottom end. - Craig Davis
The SX's powerful motor allowed me to get over obstacles that other bikes were not powerful enough to. - Matt Freeman
Very rideable for such a strong-running motor. - Kit Palmer

FRONT SUSPENSION

The fork is a little bit twitchy. - T.S.
While landing hard and cornering fast, the KTM's suspension works really well. - D.L.
The fork felt a little stiff and harsh. It put a lot of shocking feedback through the arms on the rougher sections. - C.S.
A little bit soft on big hits. Not quite as good at turning as other bikes. - J.S.

REAR SUSPENSION

For huge jumps the suspension would be great. - D.L.
Same as the forks. The shock felt too stiff and springy. In rougher sections it was hard getting the power to the ground. - C.S.
Deflects a lot on deceleration bumps, along with the brake being too touchy. - J.S.
The shock is kind of harsh in big braking bumps. - C.D.

A little harsh over the stutters but makes up for it on the harder hits; a definite improvement over last year's shock. - K.P.

HANDLING

Overall handling of the bike is very good, but it feels a little heavy. - T.S.
On whooped-out parts of the track it did not handle or deliver the power to the ground that well. - D.L.
The KTM was pretty solid and stable and handled pretty well, with the exception of the stiff suspension. - C.S.
In fast-acceleration whoops, the KTM did not feel very stable to me. Plus, it does not turn very well for me. - J.S.
Overall, the KTM handles - at the very least - as good as the others but with a slightly different feel. It only takes a few laps to get used to.

CORNERING

The KTM loves rutted corners, although it kind of washes out on flat corners. - T.S.
It did not hook up like the other bikes when turning. - D.L.
Turns strong and smooth. It likes to be thrown into rutted berms. It's a little sketchy on flat tracking, most likely because of the stiff suspension. - C.S.
Average. - J.S.
The SX is extremely hard to put in a rut. The entire bike wants to slide sideways when I aim the front end toward a rutted turn. - M.F.

BRAKES

Good feel and powerful. - T.S.
The brakes are the best; stops on a dime. It took a while to get used to. I was braking too early and then I would have to gas it again, but I got used to it. - D.L.
Strong and consistent brakes. Smooth and comfortable. - C.S.
The front brake is awesome. - J.S.
The back brake is a little touchy until you get used to it; front brake - awesome. - K.P.



Tech: KTM 125SX

Engine: Single-ring piston is made of a new, high-durability alloy. Koku-san ignition has a smaller flywheel for more snappy engine response.

Suspension: 43mm WP inverted fork replaces last year's conventional unit. Different valving on PDS non-linkage rear shock.

Other: Wavy perimeters on disc rotors expel mud. Rear-brake master cylinder has a smaller piston (from 13mm to 12mm) for better feel, and the lever is designed to better retain its position. Swingarm has a more rounded profile. Footpegs are 10mm longer for better support. Silencer has a round shape and a smaller diameter to meet FIM regulations.

CONTROLS/SHIFTING

Very nice clutch. Doesn't fade when hot, however I missed third gear more than once. - T.S.
I loved the clutch. It was the best and really easy to pull. - D.L.
All controls are nice and easy to reach. Hydraulic clutch is very nice. Shifting is easy and smooth. - C.S.
Clutch is super smooth. - J.S.
The clutch and throttle pull are top-notch. There is a lot of detail in the controls. - J.S.
The hydraulic clutch works great. It has the best clutch pull, but I don't like the clutch lever. - C.D.
You can't ask for a better clutch. - M.F.
All of the above. - K.P.

ERGOS

The right-side radiator shroud catches on my boot. - T.S.
The ergos of the KTM feel a little fat. The gas tank and the shrouds felt funny. It felt Euro. - D.L.
Seating position is good. Seat feels too skinny between my legs while standing. - C.S.
The ergos of the bike feel a little bit different than the other bikes. It's not bad, just different. - C.D.
What did you like most about this bike?
Very solid suspension. It does feel better than last year. - T.S.
The best thing about the KTM is its top-end pull and clutch action. The top end just wanted to keep pulling. - D.L.
The motor, clutch and shifting are very nice. - C.S.
Motor overrev - J.S.
The power is the SX's best trait. That, and the straight-line handling. - M.F.
No glaring faults, just an all-around good motorcycle with horsepower. - K.P.
What did you like least about this bike?
The worst thing about the KTM is the suspension. It's too stiff. - D.L.
The slender seat, and it is real slick too. - C.S.
Handling. I never felt at home on this bike going through whoops or in the corners. - J.S.
The front fender. - C.D.
The SX does not turn for me at all. - M.F.
The shorty clutch lever. - K.P.

What could make the bike better?

The bike could use a little bit more low-end. - C.S.
More low to mid and better fork. - J.S.
A little more bottom-end. - C.D.
It would be better if I could get it to turn easier. - M.F.
Perhaps more bottom-end. - K.P.
I felt like a hero on this bike because...
The motor was a rocket. - D.L.
I felt like I could go fast and attack the course with a motor like that. It was fun to jump too, easy to maneuver. - C.S.
It is really fast. - C.D.
I could wheely over these weird camel-hump things at Glen Helen like I was on a 250. - M.F.
Accelerate quickly out of the turns. - K.P.



Testing Crew

Tim Sharp	Over-25 Pro	Height 6'2"	Weight 179 lb.
Chris Sprenkel	Pro	Height 6'2"	Weight 175 lb.
Jason Strong	Int.	Height 5'8"	Weight 165 lb.
Craig Davis	Vet Pro	Height 5'8"	Weight 165 lb.
Dano Legere	Pro	Height 5'10"	Weight 165 lb.
Matt Freeman	Over 25 Int MX/A Enduro	Height 5'9"	Weight 155 lb.
Kit Palmer	Vet Nov MX/A Enduro	Height 6'1"	Weight 160 lb.



KAWASAKI KX125

MOTOR

The motor was really quite good. It pulls hard through the mid-range and revs out pretty good too. It is very crisp everywhere and is quite responsive. - C.S.
 Good torque for a 125. Very usable power with little effort, but not as easy to ride as the YZ. - J.S.
 The low-end was okay, the mid was good and the top-end was good. - C.D.
 The motor was the best for the whoops. You didn't have to fan the clutch as much. It has great bottom. - D.L.
 I love the mid on the KX, but it could use more up top. - M.F.
 The KX has a great mid. It comes on very strong but stops pulling to soon for me. - T.S.
 Very good overall but could hit a little harder off the bottom. - K.P.

FRONT SUSPENSION

The fork was a little twitchy for me, especially under braking. It had too much of a nervous feeling and wanted to slide out going into turns. It worked a lot better at Elsinore (dry hard-pack). - C.S.
 It is soft on fast, rolling jumps and when you stiffen it up, cornering gets worse. - J.S.
 The fork works really well. - C.D.
 We had a tough time dialing in the fork. It wanted to wheelie off all the jumps at Elsinore, but it works well on the ground. - D.L.
 Too stiff for me, and lack of control is unsettling. - T.S.
 I think the KX fork is the best of the bunch. - M.F.
 Very good. - K.P.

REAR SUSPENSION

Really nice action and it was pretty stable and predictable. We put a stiffer spring (4.9 straight rate) in it and it balanced out the bike better. - C.S.
 Stiff on low speed but holds up well on hard hits. - J.S.
 The shock feels good, it tracks fairly straight and gave me no problems. - T.S.
 I was happy with the stock progressive spring and with the straight wound spring. The KX shock really allows me to put the power to the ground in all conditions. - M.F.
 Absorbed well despite feeling a little stiff on the smaller bumps. - K.P.

HANDLING

Handling is pretty good with the exception of the fork. I could ride the KX strong and confident. It's nice and stable. - C.S.
 Very stable. It doesn't turn the best, but it turns better for me with the handlebars in the rear position. - J.S.
 It tracks pretty normal over braking bumps and coming out of corners. - D.L.
 Last year's fork worked better for me. I prefer plushness over rigidity. - T.S.
 Once again, because I like the KX suspension so much, it handles best for me out of all the bikes. - M.F.
 Very good, I could attack the track with confidence. Never worried about suddenly getting spit off. - K.P.

CORNERING

Once you were in a good rut or berm it turns great, but flatter turns were a little shaky because of the forks. - C.S.
 We tried moving the fork up, handlebar back, and cornering improved, but the bike felt cramped. - J.S.
 I did not like the way it turned, especially on wide turns. It lets you rail tight corners. - D.L.
 I think the forks were holding back this bike's cornering ability. - T.S.
 Felt better in tight turns than sweeping turns. - K.P.

BRAKES

Very strong and smooth. - C.S.

The front brake is very good. - J.S.
 The front is great, the rear is great. I like the brakes. - D.L.

Mushy, but good power. - T.S.
 I like the brakes, but the front brake tended to get mushy the longer we rode the KX. - M.F.
 Good front brake, while the back brake seemed to get progressively mushy. - K.P.

CONTROLS/SHIFTING

The clutch-pull is nice and consistent. Lever setup was nice and comfortable. I had zero problems with the shifting. - C.S.
 The shifting was better than the YZ. - J.S.
 The clutch was excellent. The pull was smooth. Shifting was also very smooth. I could go through the gears like a hot



knife through butter. - D.L.
 The clutch action is a little heavy, but smooth. Shifting did not feel real solid. - T.S.
 I think the clutch is much smoother than last year's bike, but still not the smoothest when compared to the RM, YZ and especially the SX. - M.F.
 No complaints from me. - K.P.

ERGOS

The bike is easy to grip with your legs. Standing to sitting position is a little tough with my height (6'2"). - C.S.
 The handlebar layout and gear shifter was all off. I kept kicking the bike into neutral. - J.S.
 The bike is easy to move around on. - C.D.
 Way too cramped. My boot was hooking on the radiator shrouds and side panels. - D.L.
 It feels pretty good, lots of room. - T.S.
 The KX fits my riding style just fine, especially with the KX250 clamps installed in the rear position. It is hard for me to tell the difference with the taller seat installed since I stand up most of the time. - M.F.
 The KX250 triple-clamps and taller seat were a must for me, otherwise the bike is a little cramped

Tech:
Kawasaki
KX125

Engine: Carburetor is moved farther forward for better flow.

Suspension: Kawasaki has gone with the new Kayaba rubber-bladder

fork that Yamaha opted not to use this year.

Other: New front-brake lever assembly (previous unit was only two years old). New clutch arm and lever for smoother action.



for my 6'1" frame. - K.P.

What do you like most about this bike?

The mid-range motor, sturdy frame and smooth brakes. - C.S.

I like the torquey motor. It has similar power as the YZ, just more torque. - J.S.

The motor. - D.L.

The mid-range is the best of the bunch. - T.S.

Once you get a hang of the odd power band, it is super fun to ride. Plus it handles great. - M.F.

Stable handling. - K.P.

What do you like least about this bike?

We changed bar positioning and put on a taller seat, but still sitting to standing is a pretty big movement because of my height. - C.S.

Rider layout. - J.S.

The bike is too cramped. - D.L.

The KX could use more power up top. - M.F.

The forks took away my confidence. - T.S.

Cramped ergos and lazy bottom-end. - K.P.

What could make the bike better?

More top-end and better handling. - J.S.

More power. - C.D.

The turning ratio. - D.L.

'99 forks and R.C.'s motor. - T.S.

The 250 clamps and taller seat being standard, and a wider, broader powerband. - K.P.

I felt like a hero on this bike because...

It was pretty smooth and fun to ride. I had better confidence on it with the changes we made. - C.S.

I really don't feel like a hero on this bike. - D.L.

I could ride it for a long time and not get tired. - M.F.

The motor likes to be screamed. - K.P.

Set 'em up

In order to assure consistency for this 125cc MX Shootout, we fitted each of the five bikes included with a Renthal handlebar and grips and a pair of Dunlop D756 tires. Thanks to those companies for their assistance.

For setting up the bikes, the manufacturers were permitted to adjust the ride height for rider weight and to dial in compression and rebound damping for rider preference. We also allowed the change of fork and shock springs, which Yamaha opted to do with its YZ125, going with a stiffer rate up front (from 0.41 to 0.42). Kawasaki went stiffer on the rear, replacing its progressive-rate spring with a 4.9 straight-rate. Apart from that, the only changes allowed were to the gearing (which varied depending upon the track), and jetting (every participant made adjustments here). For our taller riders, Kawasaki installed its higher KX250 seat and KX250 rubber-mounted handlebar clamps (which allowed the bar to be moved farther forward).



WHEN YOU'RE
AN INTERNATIONAL
MAN OF HISTORY...



ing
s always groovy.

THE ALL-NEW *
"I VANNA THUMP-A-LOT"
* YZ426F™ *





**You can
ride whatever
you want.**



It takes more than just stylin' threads and groovin' mojo to win back-to-back Supercross championships. It requires the most switched-on "moto" you can get your hands on. That's why "MC" time travels on nothing less than a YZ. After all, any happening cat knows no other bike comes close to delivering the power, feel and performance of a Yamaha. And this year the fab four are more dialed than ever for winning. So grab your bits 'n pieces and throw your leg over a YZ80, 125, 250 or new 426F. And start making some history of your own, baby, yeah!

YZ426F Unless you've been cryogenically frozen since 1997, you know the YZ400F rewrote motocross history. Well, now we're rewriting it...again. Say "bonjourno" to the all-new, more-powerful YZ426F. Featuring a new FCR carburetor with integrated "hot-start" and new, stronger clutch with larger plates to transfer all that extra muscle to the rear wheel. New clutch lever and works-style quick adjuster. New handlebar crown, more rigid triple clamp, and low-friction fork tubes. New rear shock with separate high and low-speed compression damping adjustments. New, lighter, aluminum subframe for a power-to-weight ratio that'll freak you out. And that's just the opening credits. The new YZ426F. And you thought ill-tempered, mutated sea bass were aggressive.

YZ250 You'd think we'd be perfectly randy winning back-to-back Supercross championships. But sitting still's just not our bag. That's why this year we've added a new carburetor with throttle position sensor (TPS) and repositioned power jet for better mid to top-end bite and greater over-rev capacity. A new clutch lever and perch assembly with works-style quick adjuster and stainless steel cable for smoother pull and greater control. A new handlebar crown for a more aggressive riding position, more rigid triple clamp, and low-friction fork tubes. Plus a new, lighter, aluminum subframe, more adjustable rear suspension and lots of other goodies. The new YZ250. It's Jeremy's moto of choice. But that's only 'cause he won't tolerate insolence...or losing.

YZ125 You wanna talk world domination? How 'bout four straight "125 of the Year" awards.* Four straight Supercross titles.** And the bike critics say "...will go down in motocross history as the best 125 of the '90s"*** And now the best just got even better. With all-new cylinder port timing and reshaped YPVS valve for increased mid-range power. Smoother shifting thanks to a new drive axle and an all-new works-style, adjustable clutch lever system. Plus new fine-tunable rear shock, reshaped steering crown, low-friction fork tubes, lighter, aluminum subframe and more. The new YZ125. If anyone tries telling you there's a better 125 out there, just tell 'em to zip it.

YZ80 Who you callin' Mini? It better not be "me," the YZ80, 'cause when Mr. YZ80 gets mad other people LOSE! No wonder it was named "80 of the Year" two years straight.**** After all, it shares the same biting-edge technology as its bigger siblings. And with a silky-smooth six-speed gearbox, class-leading brakes, fully adjustable front and rear suspension and race-bred frame, there's no better introduction to the sport of motocross. Unless winning just isn't your bag. *Oh behave.*



**THE 2000
YZs**



**JEREMY
McGRATH**

* & THE NEW
PSYCHEDELIC
YZ250™ *

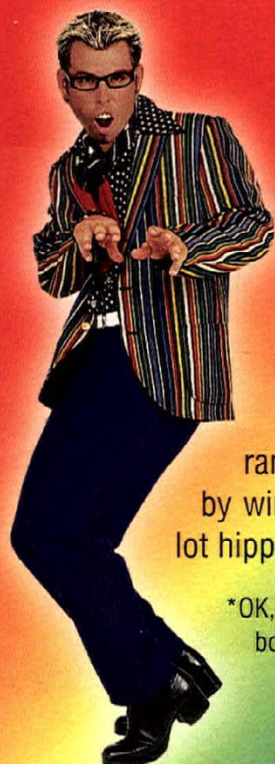
Baby. Yeah!



THE SWINGIN' NEW
YZ125™

THE VERY
HAPPENING
YZ80™





You could win 100 Billion Dollars!

Why go to all the trouble of building an evil "laser" moonbase and demanding ransom when you can earn money simply by winning on a YZ? Besides, racing a YZ's a lot hipper. See you at the finish line, baby, yeah!

*OK, so you can't exactly win "billions," but throw us a bone, this is an ad for crying out loud. We're just tryin' to get you to read the info.

OFF-ROAD

Event/Series Name/# of Events Paid	Total Possible Purse
AMA Grand National Cross Country Series/13.....	\$250,900
"Best in the Desert" Silver State Classic Series/5.....	\$88,750
Black Jack Enduro Circuit/7.....	\$28,350
E.C.E.A. Enduro Series/7.....	\$44,660
F.T.R. Hare Scrambles/7.....	\$46,760
Mid South Championship Hare Scrambles Series/7.....	\$35,140
Missouri Hare Scrambles/7.....	\$24,010
NETRA Hare Scrambles Series/7.....	\$44,170
N.M.A. Off-Road Series/7.....	\$33,110
Rocky Mountain Enduro Circuit/7.....	\$44,170
SERA Enduro Series/7.....	\$46,760
SETRA Enduro Series/7.....	\$48,370
Texas Cross Country Racing Association/7.....	\$56,980
Texas State Championship Enduro Circuit/7.....	\$33,670

1999 or newer YZ/WR models are eligible. • Contingency will be paid to WARRANTY REGISTERED owner only. • Only U.S. models sold in the United States are eligible. • All Contingency certificates earned in 2000 must be redeemed by December 31, 2000. • In cases of multiple divisions of the same class, Yamaha will pay only one division as specified by promoter. • In cases of dual sanctioned events, rider will be paid for one event only. • Contingency will be paid on riders' best finish in one class only per registered machine per event. There will be no multiple class payouts at the same event for the same machine. • The Yamaha logo and original color plastic components must remain on all YZ/WR machines to be eligible for contingency. • There must be a minimum of 7 riders in a class to qualify for contingency at Motocross events. • There must be a minimum of 5 riders in a class to qualify for contingency at Off-Road events. • Yamaha will pay contingency upon confirmation from promoter that rider competed on a properly qualified machine. • AMA professional SUPERCROSS and NATIONAL winners will be paid by check. All other winning riders will receive "YZ BUCKS" certificates, redeemable for parts and merchandise at participating Yamaha Dealers. • Program details subject to change.

Specifications subject to change without notice.

Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous.

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MOTOCROSS

Event/Series Name/# of Events Paid	Total Possible Purse
Alaska State Championship Series/7.....	\$23,030
AMA Florida Winter Am Series/5.....	\$74,000
AMA Amateur National Championship (Loretta Lynn's)/1.....	\$108,000
PJ1 National ArenaCross Series/10.....	\$88,600
AMA District - 5 (Spring Series)/5.....	\$22,800
AMA District - 5 (PA State Championship)/6.....	\$25,560
AMA District - 6/6.....	\$27,360
AMA District - 7/6.....	\$27,960
AMA District - 11/6.....	\$25,560
AMA District - 14 (Spring Series)/6.....	\$25,560
AMA District - 16 (Triplecross Series)/5.....	\$16,800
AMA District - 18/6.....	\$21,120
AMA District - 23/6.....	\$28,320
AMA District - 34/6.....	\$28,740
AMA Best of Georgia Championship MX Series/7.....	\$33,520
AMA Texas/Oklahoma Shootout/5.....	\$23,250
AMA Florida Gold Cup Series/5.....	\$28,100
AMA Winter Olympics/3.....	\$20,400
AMA 125cc Professional SX Series/16.....	\$319,600
AMA 250cc Professional SX Series/16.....	\$388,000
AMA 125cc Professional National Series/12.....	\$239,700
AMA 250cc Professional National Series/12.....	\$239,700
AMP Spring Series/5.....	\$27,550
CMC Golden State Series/7.....	\$88,900
CMC Pac-West Series/6.....	\$35,700
CMC Copper State Classic/6.....	\$35,700
CMC Trans-Cal Series/6.....	\$35,700
CRC Dunestown Series/5.....	\$24,400
GFI Winter Series/7.....	\$91,700
GFI Youth National/2.....	\$6,760
GFI Fall Series/6.....	\$34,260
GNC International Final/1.....	\$16,600
GNC Texas Series/5.....	\$26,600
GNC Good Time National/1.....	\$10,800
Lake County Fair SX/2.....	\$6,900
Lone Star Spring Series/5.....	\$31,100
Mammoth Mountain MX/1.....	\$13,700
NEMA MX Series/10.....	\$26,900
N.E.S.C. Championship Series/22.....	\$160,160
NMA World Mini/1.....	\$15,650
NMA Amateur National Championship (Ponca City)/1.....	\$33,000
North East MX Classic Series/5.....	\$23,950
Nuclear Series/5.....	\$22,800
Oklahoma State Championship/5.....	\$18,750
Pacific Northwest Championship/5.....	\$27,400
PACE Off-Road Stadium Series/10.....	\$16,500
S.R.A.C. (dbl. pts.)/10.....	\$64,100
U.S. Eastern Pro-Am MX Spring Series/4.....	\$17,040
Victory Sports Mega Series/10.....	\$47,200
Victory Sports Carolina Ultra Series/10.....	\$63,200
Wild West Nationals Series/6.....	\$32,880
Womens Motorcycle League/5.....	\$7,500

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HONDA CR125

MOTOR

The mid- to top-end is good. It lacks bottom-end. It runs good as long as you keep it revving. - C.D.
It's all top-end. - D.L.
It's all mid-range and decent top-end. The bottom-end power is weak. You have to shift earlier and keep it on the pipe through the turns to get the most out of it, then it works pretty well. - C.S.
Very smooth low to mid. It revs out a little to soon. - J.S.
It's the most improved motor. It's very usable and has great mid and good overrev. - T.S.
Very managable and makes good power overall - not the fastest but fast enough. - K.P.

FRONT SUSPENSION

The fork had very good bottoming resistance with a nice plush outdoor setup. It was the best fork of all the bikes at Glen Helen and Elsinore. - J.S.
I thought the fork was sturdy and controllable. It likes to be hammered and is very predictable. - C.S.
It's better than ever and there was no head-shake at all, unlike past years. - C.S.
Great control and great bottoming resistance. - T.S.
I was not scared to hammer into anything. - M. F.
Excellent. - K.P.

REAR SUSPENSION

Good bottoming resistance. - C.D.
Too soft. - D.L.
Same as fork. It's precise and predictable. I was able to still ride hard as the track got rougher. - C.S.
No problems at all. The CR has the best balanced suspension. - J.S.
Tracks good and stays straight in the rough. One of the best. - T.S.
The shock matched the forks in performance - very good. - K.P.

HANDLING

This is the new era of Hondas. It turns great and is stable at speed, but it's not as quick in the turns and in the air as the RM. - J.S.
The bike was very well-balanced, sturdy and easy to control. - C.S.
It handled better than any Honda that I've ever ridden. - D.L.
It feels real stable at high speeds. - C.D.
Very stable; I feel confident on this bike. - M. F.

The Honda's best trait - extremely stable at speed. - K.P.

CORNERING

It turns good, but not the best. - C.D.
I could rail out of corners, but it was hard to hold my line going in. - D.L.
The bike turns on a dime. It holds through berms and ruts well. It tracks good around flat corners as well. - C.S.
The front wheel tracks really well. - T.S.
I think the CR corners second best to the RM. - M. F.
Goes where it's pointed. - K.P.

BRAKES

Excellent brakes. - J.S.
I felt smooth and in control while braking. I never felt like I was going to lose the front end while braking hard into corners. - C.S.
The brakes are awesome, probably the best. They are just enough, not too much, not too little. - D.L.
The CR has the best brakes of the bunch. They get the job done and are predictable in all conditions. - M. F.
Simple - the best. - K.P.

CONTROLS/SHIFTING

The clutch action was good and I liked the feel of the lever. - C.D.
The clutch-pull is stiff for a 125. The actual action is real smooth though. It doesn't slip, fade. - D.L.
Good - easy-to-reach, quality levers, good positioning and smooth clutch action, but still stiffer than other bikes. - C.S.
Shifts better than YZ, but still does not want full-throttle shifts. - J.S.
The clutch feels strong and solid and I had no problems with shifting. - T.S.
The clutch pull on the CR feels more like that of an XR. - M. F.
Couldn't ask for anything better. - K.P.

ERGOS

Nice, smooth layout, very comfortable. - J.S.
The Honda had the best ergos. I hopped on the bike and felt like I had ridden it all year long. The standing position is the best out of all the bikes for me. It's also easy to grip the bike with your legs while sitting and standing. - C.S.
It felt real open on the bike. There was lots of room to move around. - D.L.
The CR is one of the best-feeling packages. - T.S.
It's roomy and narrow and I like it. It's not too big and not too small. - M. F.
More spacious, nice flat layout - not too narrow, not too wide.



Tech: Honda CR125

Engine: Eight clutch plates instead of seven, and lighter-feeling clutch springs. Carbon-fiber reed-valve petals for improved throttle response. RC exhaust

valve has a rotary flap (technology borrowed from the NSR road racer) for smoother power transition. Pipe redesigned for more and better power.

Suspension: Cartridge-type Kayaba fork has a new design that separates the fork oil from the damper oil. This minimizes aeration, which can effect damping. Fork's inner walls are honed so they will retain a thin layer of oil to lubricate the bushings. Rear Pro-Link linkage is redesigned for a lower initial rate, and more progression.

Frame: Second-generation twin-spar aluminum frame is lighter (smaller spars) and feels more narrow (spars are thinner and lower); frame is also designed for less torsional rigidity and increased lateral rigidity. Steering head is now forged instead of extruded.

Other: New bodywork and reshaped, softer seat. Bigger, repositioned airbox.



Perfect for me. - K.P.

What do you like most about the bike?

The bike is real stable. - C.D.
It felt lighter than the other bikes. It is very flickable. - D.L.
The whole ergonomics of the bike, the suspension and overall solid feel of the bike stood out for me. - C.S.
The way it could hold an inside line, and the electric smooth motor. - J.S.
It gives you lots of confidence and it has a great usable motor. - T.S.
The bike feels bullet-proof to me. - M. F.
Ergos and handling, and quality of craftsmanship - unmatched. - K.P.

What do you like least about the bike?

The motor was not too inspiring. I like a lot stronger mid- to top-end motor that likes to rev. The motor can work, only if you ride it in the mid-range and shift a lot, which does not fit my style too well. - C.S.

You have to work to keep the motor running. - C.D.
It still could use a bit more pull on top. - T.S.
No one else has a problem with it, but I don't like the way the five-speed tranny feels on the CR. - M. F.

Power. There's enough but more on top would be nice. - K.P.

What could make the bike better?

It needs to be faster and have better low-end. - C.D.
Better suspension for me and an easier clutch pull. - D.L.
More power. - C.S.
If it had more motor up top, it would be hands down the winner. - J.S.

The CR could use more power up top. - M. F.

More on the top end. - T.S.

An aftermarket exhaust pipe. - K.P.

I felt like a hero on this bike because...

It is well-balanced with a good frame, suspension and motor. I felt like I could attack any section on the track with confidence. The harder you charge on it, the better it worked. The bike just fits me, like a nice pair of shoes. - C.S.
It has a very light feeling that allows me to go fast. I felt competitive on the bike, like I could win a race. - D.L.
To be honest, I never felt like a hero on this bike. - C.D.
My confidence goes through the roof. - T.S.
I could hammer the rough sections. - K.P.



YAMAHA YZ125

MOTOR

Awesome bottom, good mid. I like to rev it out but it still wants to flatten out on top. You can avoid that by shifting sooner. - D.L.

Pulls hard early, all the way through the mid-range and on top. Very smooth and controllable. - C.S.

Torque low to top, but on a track like Glen Helen a motor that revs a little higher would be better. A change of gearing would also help. - J.S.

The Yamaha has the best motor. It puts out good power everywhere. The low-end is good, but the mid and top are great. - C.D.

It's not the fastest motor, but it's pretty close to it. It has the most useable power in all ranges of the power band. It's my favorite motor. - M.F.

Tech:
Yamaha
YZ125

Engine: Exhaust port is more narrow at the window and wider in the tract for a better flow. Larger power valve is designed to seal better, using bigger plates on the ends

and a stiffer spring rate.

Suspension: New compression-damping adjuster on shock now separately regulates high- and low-speed damping, allowing for more exact adjustments. Anti-stiction dust seals and a low-friction surface on the inner tubes make for a smoother suspension stroke.

Frame: Main-tube material is now a lighter chrome-moly. Subframe is now aluminum instead of steel for lighter weight, and is lowered 10mm at the rear for a flatter cockpit.

Other: Leverage ratio of clutch lever is altered for a lighter feel, and a larger adjuster allows for no-tool adjustment. Lower triple clamp has more of a clamping area for increased rigidity. Handlebar is moved 10mm forward on upper triple clamp.

The front is good. The rear is soft. It didn't want to lock up coming in hard on the brakes. - D.L.

Strong and nice solid lever-pull, top notch. - T.S.

The brakes feel fine, but the YZ has the worst and most time-consuming front-brake lever assembly to replace. - M.F.

Just plain good. - K.P.

CONTROLS/SHIFTING

It's soft and smooth and I love it. The pull is the easiest out of all the bikes besides the KTM's hydraulic clutch. - D.L.

Clutch action is good. I don't prefer the levers used. Shifting was a tad on the notchy side, but not a big deal. - C.S.

Shifting notchy during full-throttle shifts. - J.S.

Everything works well. - C.D.

Clutch feel is much improved and shifting is fine. - T.S.

The YZ shifts better than last year's model, but is the notchiest of all the bikes. - M.F.

Average feel. - K.P.

ERGOS

Radiator shrouds catch on boots. - J.S.

Comfortable and roomy with good handlebar and peg position. My boots catch the back of the shrouds and the tank.

That's pretty annoying. Standing to sitting is also a little uncomfortable, but not too bad. - C.S.

It feels small, almost cramped. I moved the bars up and it was better. - D.L.

I'm kind of short and small so the YZ cockpit is the most comfortable for me, even with the new triple-clamp. - M.F.

It is easy to adapt to the Yamaha, very comfortable. - K.P.

What do you like most about the bike?

It's an all-around good bike that puts out power everywhere.

It's a perfect bike for beginners and novices. - D.L.

The smooth, reliable power and good cornering action. - C.S.

The motor is the best trait. Everything else is average. - J.S.

The motor feels solid. - T.S.

It's easy to ride, due in part to the motor. - M.F.

Midrange power. - K.P.

What do you like least about the bike?

The carb bogged and it hits the rev limiter. I also didn't like catching my boots on the radiator shrouds. - J.S.

The soft forks and the boot-snagging problem. - C.S.

Not really much I guess, except that it feels cramped. - D.L.

The fact that it wasn't the same as last year's. - T.S.

When you jump into the face of something, the YZ falls of the

power band violently. It's not a jetting problem. I'm not

sure what it is. Some call it the Yamaha bog, I call it

annoying. - M.F.

The slight engine/carburetion bog when hitting bumps at certain rpm - annoying. - K.P.

What could make the bike better?

More top-end pull and a seat gripper. - D.L.

Fix the shrouds and revalve the suspension. - C.S.

More top-end overrev. - J.S.

'99 motor and more plush suspension. - T.S.

Get rid of the bog. - M.F.

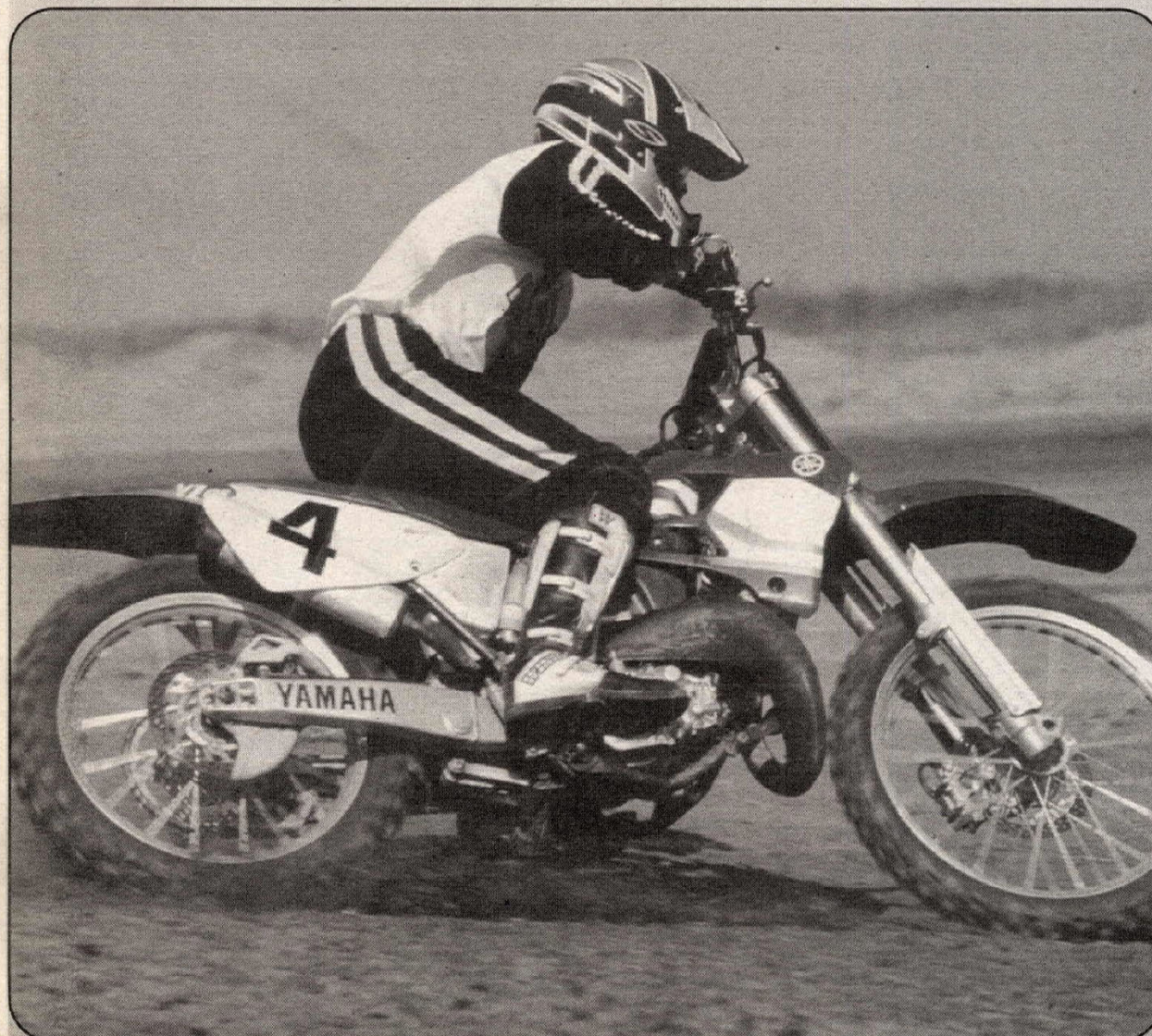
I felt like a hero on this bike because...

It is an average, predictable bike. - C.D.

The power is strong and quick and fast. - C.S.

All-around power was good and the controls are good. I really like how it corners. - D.L.

Like the KX I can ride it all day and go fast. - M.F.



It's a good motor, very usable, but it lacks the flat out speed of last year's "King 125." - T.S.

Probably the best overall motor but had a slight "bog" when hitting big bumps. - K.P.

FRONT SUSPENSION

Bottoms easily if you over jump. - C.D.

Seemed soft on big hits. After we installed the .42 springs, bottoming improved. - J.S.

The fork is too soft and divy (for Glen Helen). Once the stiffer springs were put in, it got better. - C.S.

The suspension is really soft. It's like driving a Cadillac. - D.L.

The fork does everything good, but not outstanding. - T.S.

Above-average performance, sometimes a little twitchy. - K.P.

REAR SUSPENSION

Awesome tracking coming out of a bumpy corner. - D.L.

Tracks well out of turns and under braking. A little shaky in faster sections because the forks squat too much. It got better with the improvement of the fork, becoming a lot more stable and predictable. - C.S.

Very soft on G-outs. - J.S.

Shock is really plush on braking bumps and feels really firm.

If you over jump things it does bottom easily. - C.D.

Needs some fine-tuning, but the new slow-speed adjuster should help there. - T.S.

Plush and tractable. - K.P.

HANDLING

Really good. - C.D.

The bike was stable, but in whoops it does not move as straight. - J.S.

Really pretty nice and comfortable. Not quite as solid as the Kawasaki or Honda. The suspension is still a little soft for faster sections, putting more load on the bike. - C.S.

Soaks up really good and delivers the power to the ground. Still has the softest suspension of them all. - D.L.

Very good as always. Just not great like a couple of the other bikes. - T.S.

I can't complain about the handling of the YZ. - M.F.

Overall very good and predictable. - K.P.

CORNERING

It corners really good. I like the corners with ruts. - D.L.

The bike turns well. It sticks ruts and berms pretty well and is strong even on flatter, slicker turns. - C.S.

Average, not the quickest to hold an inside line. - J.S.

It sticks in rutted corners nice. - T.S.

The YZ is the best in wide-sweeping turns for me, but it does not corner tight as well as the RM, CR or KX. - M.F.

I had no problems getting the YZ through any kind of turn quickly. - K.P.

BRAKES

Powerful and smooth. - C.S.

Intro continued from page 20

to moment the trigger was about to be pulled - *deadline*. This year, we recruited mostly intermediate- to pro-level riders for our 125cc shootout, while incorporating the usual CN editors (our "slow" guys - novices at best). We gave all the manufacturers equal time with us during our three-week testing period, each of their representatives making sure we set their respective bike's suspension-sag properly, helping us with suspension fine-tuning, being there to solve any problem we might accrue and, most importantly, making sure we ate well.

We spent the majority of our time riding the bikes at Glen Helen Raceway, where the whoops grow and the ruts get deeper by the lap, thanks to the hundreds of riders who like to sharpen their skills there every Thursday for practice day. Glen Helen offers a variety of track conditions and elements, making it an excellent place to test a motocross bike's versatility. We also visited Lake Elsinore's MX track, which provides a more smooth surface and more of a supercross-style layout, a good place to put throttle control and suspension pounding to the test. In addition, we tried to make the playing field as evenly matched as possible by mounting all the bikes with the same intermediate tires (Dunlop 756) and handlebars (Renthal).

To achieve a winner in this shootout, our main objective throughout our testing was simple - ride, ride, ride... and then ride some more. (And take a lot of notes.) But we did establish a few rules. Mainly, no major changes to the bikes were allowed. We did not consider fork springs, shock springs, jetting or gearing changes to be major, though we did, perhaps, stretch the rule a little bit by allowing Kawasaki to swap the upper triple-clamp for a KX250 clamp to give our taller riders a little more stretching room for their long arms. (We'll jump the gate a little bit to tell you that, yes, the KX125's ergonomics are a little cramped for riders pushing 6 feet and over.)

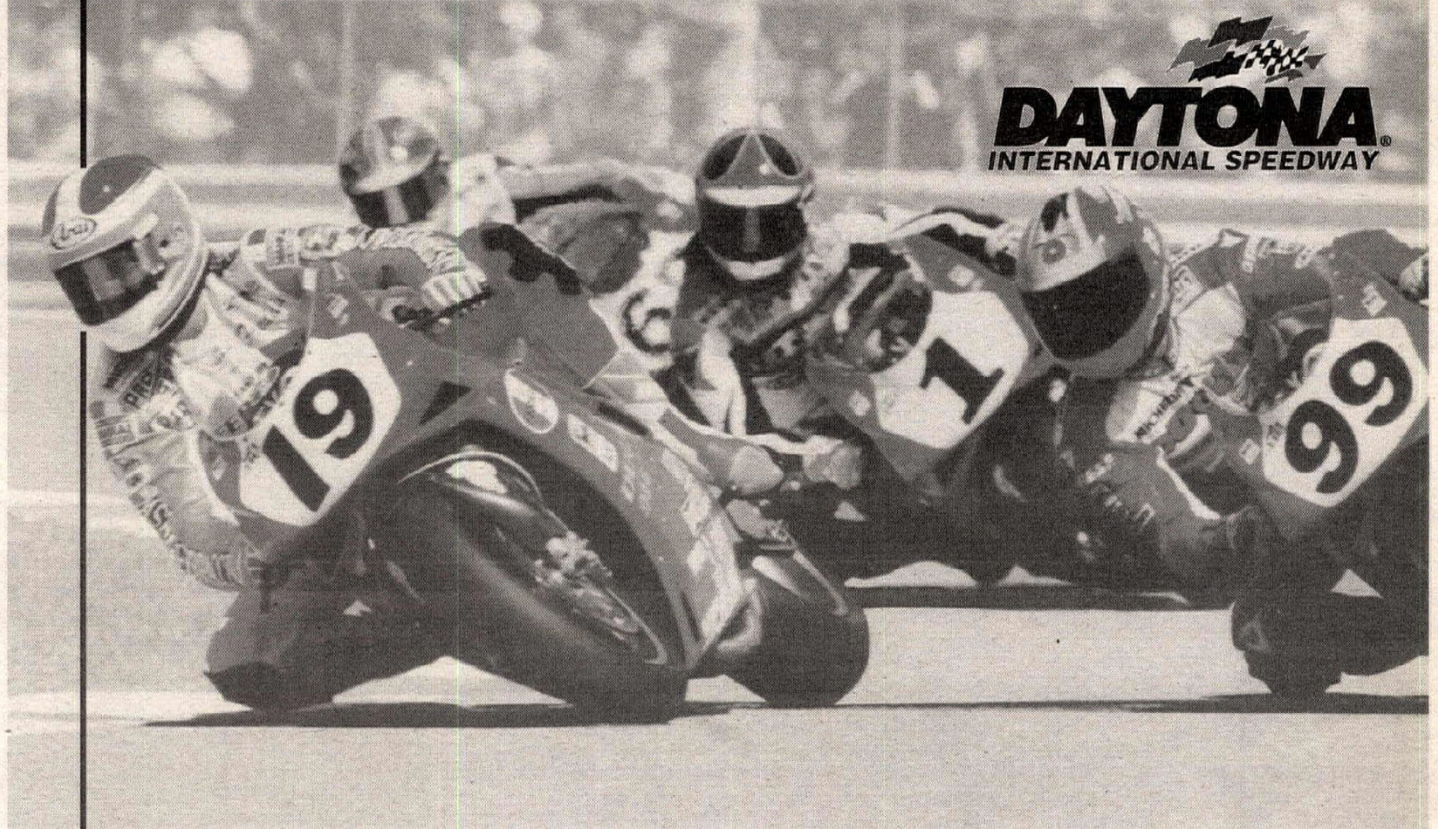
What follows are selected brief comments by our test riders regarding significant areas of performance and ergonomics of each bike. You might notice that sometimes riders contradict one another, but that's all a part of testing. After all, these five bikes are very similar in performance. On the other hand, we did not repeat similar comments over and over again, instead, just a few times to solidify a particular point. After all, how many times do you want to hear that the KTM is fast?

It basically comes down to this: We'll give you the clues - perhaps round them off at the end - and you can solve the question as to which bike is really best for you. Only you know what fits your style. Sure, we'll pick a winner (only because we have to), but hopefully by sorting through what each of our test riders have to say, perhaps you can decide which bike is the winner of your own shootout. **CN**

Story continued on page 82

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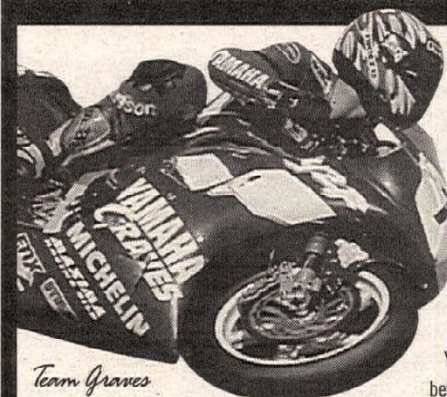
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Jeremy McGrath's 1999 Mazda/Chaparral Yamaha YZ250, the bike he piloted to eight AMA Supercross Series wins and a sixth title.

The champ's RIDE



By Geoff Meyer

Jeremy McGrath will be the first to tell you that winning championships requires more than just having exceptional riding skill - a well-tuned motorcycle is just as important. All the talent in the world alone - even McGrath's talent - won't win you titles if you don't have a worthy motorcycle underneath you. Obviously, the Mazda/Chaparral-Yamaha YZ250 that has carried McGrath to two straight AMA Supercross titles is one such motorcycle.

Recently, we got the chance to examine and ride *the* motorcycle that McGrath rode to his unprecedented sixth AMA Supercross title. McGrath's machine is highly modified to satisfy his personal needs and to increase the YZ's durability for the rigors demanded by the most talented and fastest supercross rider in the world. A quick glance at McGrath's bike reveals some of these updates: beautiful billet-aluminum triple clamps and clutch perch, titanium bolts, footpegs and subframe, a carbon-fiber outer-clutch cover, a larger front-brake caliper, works Kayaba forks, special Bridgestone tires, and magnesium hubs. It's a bike we all dream about owning.

McGrath likes his works KYB forks adjusted extremely stiffly so he can charge the whoops and land off the triples without fear of bottoming.

Of course, McGrath does not work on the bike himself. Instead, Yamaha Motor Corporation's Steve Butler and McGrath's race tuner Randy Lawrence are in charge of that. Butler, you can say, acts as a liaison between Yamaha and McGrath's Chaparral race team, while Lawrence, employed by Chaparral, is responsible for keeping the bike in tip-top shape over a race weekend and season.

We first spoke to Butler, original builder of McGrath's race machine, about the bike and McGrath's requirements.

"What you learn about Jeremy is that every little part is important," Butler said. "For example, he is so picky about his clutch. He wants it to grip at a particular part of the lever; it's got to be just that perfect area. I've never known anyone who puts such an importance on how his clutch is, and I've worked with Damon Bradshaw, Kevin Windham and Doug Dubach (all former Yamaha factory riders)."

This might explain why McGrath is one of the best "holeshotters" around - it's a simple matter of confidence that he has the best-working system in the world.

"We thought here at Yamaha we had a great clutch," Butler said. "Then Jeremy came along and wanted all these changes. I have to say we found he has made many changes. We had never had to improve the clutch. In fact, John

Jeremy for a day

Test rider Willy Musgrave rode the McGrath bike early in its development, and more recently for this story, and he recognized some huge changes.

"I rode the bike when it was first built," Musgrave said. "Now it feels much better - it's looser, the shock is more forgiving and the engine is perfect. I will tell you, though, when I first rode this bike, it was nearly impossible to ride, no fun at all. Now, it's a great bike. I found when you come into a corner, the bike keeps its line and does not do anything too wild. It responds to everything you do; really good throttle response. I like to give the throttle a good handful and, with McGrath's bike, you can be very aggressive with the throttle."

Musgrave also found the steering very good, something he did not like the first time he rode the bike early in the year.

"It was just built when I last rode it,"

Musgrave said. "So it was very tight the first time. Still though,

McGrath rode the bike with the steering tight and liked it - I didn't. I found it stiff in the steering, and, with the power of McGrath's bike, it was tough to get through corners."

We also asked British 125cc Grand Prix rider Tony Marshall to ride the bike, and, although a Euro outdoor tiddler specialist is about the farthest thing from

McGrath, Tony was pumped to test the McGrath machine.

"I was really looking forward to it," Marshall said. "Then I got on it and found that it was difficult to ride, maybe because I'm a 125cc rider. I found it stiff, and while Willy found it okay this time, I would've preferred to have it a little looser."

Marshall soon got into a rhythm with the bike though, and, after a few laps, was clocking some impressive times around the Glen Helen race track in California.

"Of course, like any bike, once you get a good speed, it's nice to ride," Marshall said. "The seating suited me, as I'm also short, and you can feel that straight away. The engine power is great - you can get in trouble though if you're not used to it. McGrath really likes to be aggressive with the throttle, and you feel the power rather late, but when you get there, it's like a burst from a rocket."

Musgrave has ridden several of McGrath's bikes and says McGrath likes his bikes set up much the same as his earlier days with Honda.

"I've ridden Jeremy's bikes for the past few years," Musgrave said. "I rode his last Honda, the Suzuki, and the past two years on Yamaha. The Honda was awesome - the Suzuki and the first year on Yamaha were not so good, but this bike, the new Yamaha, is really good. The throttle response, the clutch, brakes, the power, the jetting - it's all those little things."

responds. You will see Jeremy really hit the throttle - he's so aggressive. Kevin Windham would ride his bike and say it was very rich. Most pros like to feel the power as soon as they turn the throttle, but not Jeremy. I've talked to Jeremy's previous mechanics and they all say he's liked it that way whether he was riding a Honda, Suzuki or a Yamaha."

As far as ergonomics, one of his main changes is using a 1997 YZ seat, which is lower than the 1999 seat.

"His legs are kind of short," Butler says. "He uses a 1997 seat, which is 10mm lower than the new bike's."

McGrath uses aluminum Renthal handlebars with his signature McGrath bend.

According to Butler, once McGrath is happy with his settings, it's unusual for him to make any changes during the season.

"We set up the bike before the first race of the year and we did not do much afterwards," Butler said. "Once Jeremy started winning, that was it. All of our testing was done late in 1998 and we had 12 supercross races in a row, and you don't have time to make changes."

CN

Dowd used the same clutch we had before Jeremy came along."

Butler says that many of the riders who have tested McGrath's bike find the clutch very easy to use.

"Most guys say they like the clutch," Butler said. "I think if they got into a supercross race, however, with the dirt a little grippy, then they might struggle. Other pros don't even want his setup."

Another unique characteristic McGrath demands from his bike is heavy steering. Butler's idea is that with the steering so stiff, the front end is easier to use in the whoops.

"I think it helps him through the whoops," Butler said. "It keeps the bike straight. His front fork is also really stiff with a lot of oil damping. The shock does not feel so bad, but the fork is very stiff. That's what we have heard from guys who have ridden the bike. With Jeremy, he rides over the front of the bike - that's his style, so maybe that's why he likes it like that."

Amazingly, McGrath's settings for outdoor motocross are very production-oriented.

"His motocross bike is much different," Butler said. "He likes the outdoor bike very soft, just about standard, so the two bikes are very different."

Power is another thing McGrath feels makes him all the better in tough conditions. To satisfy his power needs last year, McGrath ran a modified '94 cylinder on his bike, but this year, he ran a '98 cylinder with '94 characteristics - lots of pulling power.

"Jeremy likes his bike to be very responsive and to have a lot of smooth overrev. It does not need a lot of power, but it has to have a good response when he pulls the throttle. If you listen to his bike, it revs out of a corner at a different time to anyone else. He is very picky at when he wants to wind the throttle, and it works for him."

McGrath also likes his bikes to run on the rich side.

"Jeremy is very critical about his jetting; he likes to turn the throttle to full before the power comes on. His bike takes a lot of throttle opening before it

1-800-COLLECT Chaparral/ Mazda Factory Yamaha YZ250

Specifications

Rider	Jeremy McGrath
Mechanics	Randy Lawrence and Steve Butler
Cylinder	Yamaha Motor Corp. (YMC) modified
Piston/rings	YMC
Crank	Standard
Carburetor	Mikuni
Spark Plug	NGK/B7EV
Pipe	Pro Circuit
Muffler	Pro Circuit
Gearing	15/56
Gas/oil	Elf/Yamalube "R"
Head	YMC
Ignition	Programmable YMC
Reed/Block	YMC
Air Filter	Uni-Filter
Silencer	Pro Circuit
Chain	D.I.D. ERT
Transmission	YMC
Clutch	Hinson
Clutch cover	DSP
Tires	Bridgestone (front) M78/ (rear) M77
Hubs	YMC magnesium
Axles	YMC
Rims	Excel
Brake rotors	
Front	270mm standard (floating)
Rear	240mm standard
Brake calipers	
Front	Nissin YMC
Rear	YMC
Master-brake cylinders	
Front	YMC Nissin
Rear	Standard
Brake pads	Standard
Forks/mods	Kayaba/YMC
Shocks/mods	Kayaba/YMC (incl. linkages)
Handlebars	Renthal/McGrath-bend
Levers	Factory front/ XT easy adjustable
Skidplate	DSP/Carbon Fiber
Trick bolts	All aluminum and titanium
Grips	Renthal soft
Throttle	Standard/aluminum pipe
Plastic	Standard
Graphics	100%
Footpegs	Titanium (special wide)
Seat	100%/standard foam 1997
Frame	YZR Titanium sub-frame

TONY MARSHALL

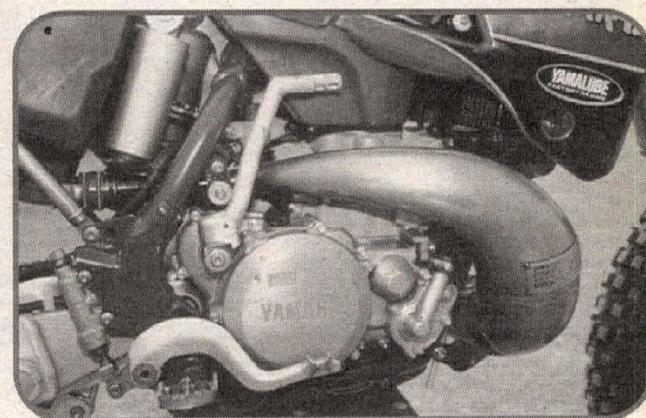


WILLY MUSGRAVE



(Above) Billet-aluminum triple clamps hold the forks in place.

(Below) Perhaps the area of which McGrath is most critical is the clutch. His has to work just right and be strong enough to handle his higher-than-normal abuse.



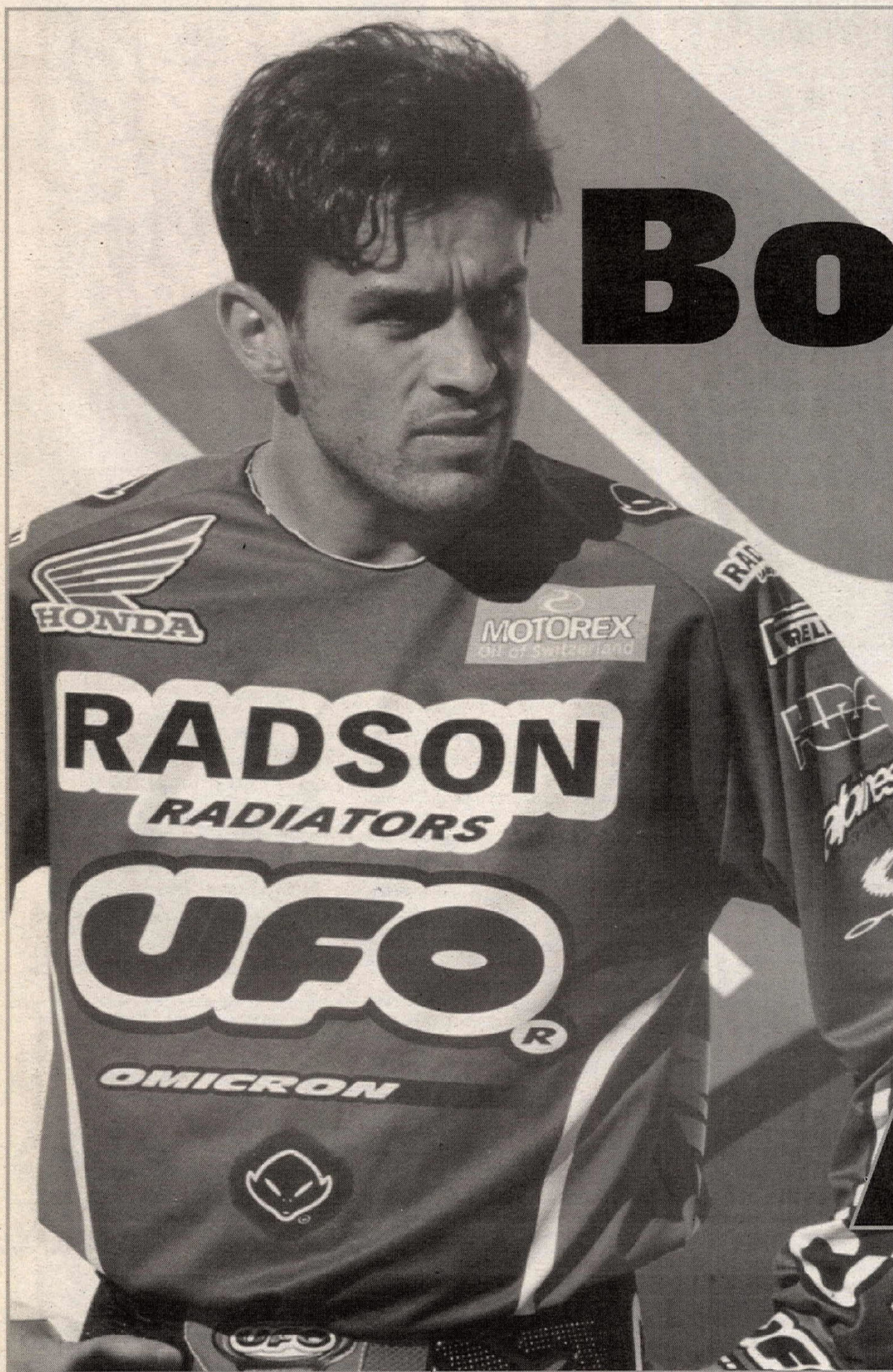
The corporate line

Terry Beal, marketing specialist with Yamaha Motor Corporation, has his ideas of why McGrath won his sixth supercross championship on this bike.

"Jeremy rides this bike to its full potential," Beal said. "If you watch Jeremy very closely, he is always looking for the best lines, the fastest lines, different lines. I've seen him out of shape and then just as he gets back in control, he's already on the throttle. You don't see too many riders doing that."

Beal also says that because of McGrath, YZ sales are at an all-time high.

"What Jeremy has brought to Yamaha is a lot of knowledge and, without doubt, this bike he is now riding is one of a kind. We owe it to Jeremy that our sales are higher than at any other time, except in the '70s when bikes were walking out of motorcycle shops."



By Geoff Meyer

Proportionately speaking, for its size, France has produced a healthy number of big names in the world of motocross. You might have heard some of them: Jean-Michel Bayle, Mickael Pichon, Stephane Roncada, Yves Demaria, Mickael Maschio, Sebastien Tortelli, and now, Frederic Bolley. If you attended this year's U.S. 250cc Grand Prix series final at Budds Creek, you witnessed Bolley wrap up his first World title and Honda's third in four years.

This year's title run was just about as exciting as it gets, with Bolley jumping out to an early lead, falling back, and then having to chase down series rival Pit Beirer. The outcome wasn't officially decided until the final lap of the final moto of the final round of the 16-round series. Although Bolley did not win at Budds Creek, he did win 10 out of 32 motos throughout the course of the year on his Radson Honda CR250, and

remained fairly consistent, which was just enough to give France its second 250cc title in two years. Last year, Tortelli edged out Stefan Everts for the title.

A few days after the Budds Creek race, we got the chance to sit down with the newly crowned champ and relive some of the high and low points of his '99 season. Most of them, however, were high.

Q So, you are the new 250cc World Motocross Champion, how does it feel?

A Sunday was the best day in my life. I am so happy for myself and also for everyone in the team. Coming into the U.S. GP I was very nervous, and when I finally crossed the finished line in the second moto, I felt a huge burden leave my shoulders.

Q Nerves had been a major part of winning this year's championship, how did you manage to hold your nerve?

Oilé Bolley

**Frederic Bolley -
from number-two
on a three-man
team to number-
one in the world.**

A When I held the lead in the championship at the start of the year, I was very tense. I was already thinking about winning the title. The tension back then was much worse than now. I was in fact not too disappointed to be in second place in the championship as long as I led at the end. With half the season gone, I just thought about riding each GP at a time, not thinking about the championship. I even told myself that winning was not the most important thing, just score good points at each GP.

Q Your style this year has been so smooth that many people said you even looked a little like Stefan Everts, with your great bike control. What changed so much in the off-season?

A I always felt I was getting better and better. I knew with the experiences of 1998 I would come into this

***I went from being
out of the picture to
having another
chance at winning
the championship.***

year the best I ever have. Also, the fact that we had the best bikes this year. The Honda machines have been brilliant, they make riding look easier.

Q What about when Stefan Everts got injured at the start of the year. Did that add pressure? You were now the number-one rider in the team.

A It did a little. I tried not to think about it too much. Stefan was still around at many Grands Prix and he helped me a lot with the pressure and also making me feel I was ready for the championship. Maybe that's why I felt a little more nervous at the start of the year also. Once Everts returned I was only getting help, from him, and from the fact that everyone was paying attention to his return.

Q That first Grand Prix in Spain, you won with 1-1 results. Were you surprised by that?

A A little. I like the Spanish track and I got a great start, so taking the win was as expected. I really felt after that GP that I had a great chance to get some momentum up for the following races.

Q Going into the U.S. GP you had scored 1-1-3-1-8-1-2-2-1-1-1-3 results. What suddenly gave you so much confidence to do that?

A I think in the first Belgium Grand Prix at Kester, when I won both motos and made up all the

ground on (Marnicq) Bervoets in the championship. I went from being out of the picture to having another chance at winning the championship. I was something like 40 points behind Bervoets. I still did not have the pressure, Beirer had all that. Plus, we had some new parts for my bike near the end of the season and that counted for a lot. Even in the moto where I got an eighth place, I had crashed in the first corner of the race and got up in last place, so that race was, in fact, better than it looked on paper.

Q You did not crash too many times this year. Where did you have your worst experience?

A I would say Italy. I only scored nine points, and Beirer won with 37 points. I just crashed and lost my momentum for the second moto.

Q How was it having Beirer and Bervoets in the same team, and you only had yourself and some small backup from Mark Jones? They were teammates - did it ever give you trouble?

A No, not at all. If they had come to the end of the year and they were both in good form, I might have been fighting two riders. As it turned out, Stefan returned at the Luxembourg GP and helped me straight away, while Bervoets was out injured in that time.

Q What about Everts returning the way he did? First GP, and he put himself between you and Beirer.

A I was so happy he came back. I knew he wanted the team to win the championship, so I never expected him to cause me any anguish. In Luxembourg, I got a second place and Stefan scored a fifth place, just one position ahead of Beirer, but still it was two points better for me. Then at the next GP Stefan scored another fifth place, this time two places ahead of Beirer.

Q In the Nismes Grand Prix in Belgium, you also saw some great team riding. You were in third place and Stefan passes you, what were you thinking then?

A At first I thought he was going to do me no favors, I thought he was going for it himself. I then realized he was going after Beirer (who was leading). After



Profile

Frederic Bolley

Birth date February 17, 1974
Hometown Lambesc, France
Nickname "Bobol"
Weight 154 lbs.
Height 5'8"
Marital status Single
Hobbies Mountain biking
Favorite drink Water
Favorite food Pasta
Favorite track New tracks
Best racing memory "When I was racing 80s without pressure."
First race 1983
First G: 1990 Italy 125cc

Achievements

1987 80cc French Champion (Honda)
1989 2nd - 125cc Junior French C'ship (Honda)
1990 32nd - 125cc World C'ship (KTM)
1991 17th - 125cc World C'ship (Yamaha)
1992 13th - 125cc World C'ship (Yamaha)
1993 14th - 250cc World C'ship (Yamaha)
1994 9th - 250cc World C'ship (Yamaha)
1995 14th - 250cc World C'ship (Yamaha)
1996 5th - 250cc World C'ship (Kawasaki)
1997 8th - 250cc World C'ship (Kawasaki)
1998 5th - 250cc World C'ship (Honda)
1999 1st - 250cc World C'ship (Honda)



that I felt comfortable that he was trying to help me.

Q Then came the German Grand Prix. You and Stefan really dominated that race and he let you win the first moto.

A I was very grateful to Stefan for all he did in Germany. That was really the place that the team won the championship. I got 1-3 and Stefan scored 2-1 for the overall. Beirer, as everyone knows, ended with 0-4 and I passed him for the championship. Still, I would have liked to have won that second moto, but Stefan was too fast.

Q You arrive at Budds Creek in America for the final GP of the year. You have a 19-point lead in the championship. What did you think before that GP?

A I just wanted to roll around really. I knew if Beirer got out in front I would have to keep an eye on the points. In the first moto, I was a long way back and Beirer was second, so that was a little worrying. Then he lost some places and I kept my rhythm and finished in eighth. In the second moto, Beirer and I both got terrible starts; for me it was just a matter of finishing. I knew he would have to win to have any chance of passing my points tally, and he ended up finishing in 13th place with me 10th, so the championship was mine.

Q How did you celebrate your win?

A Action Group held a big party for the end of the year, and I drank a little and had fun with the other riders and mechanics. It was nothing too wild, but I was very upbeat that night.

Q How would you describe yourself?

A I am not a loud person, very normal. I love people and feel good around the people in motocross.

Q What about racing in America at the Pasadena Supercross, what can we expect from you?

I was very grateful to Stefan for all he did in Germany.

A I have not raced a lot of Supercross the past few years. I think I can ride okay if I have time to practice. Back a few years ago, I beat McGrath and some other Americans in a Spanish Supercross, so I can do it.

Q Any fear of injuring yourself in Supercross?

A No, otherwise I would not do it. I will not take too many chances and just do my best. If I can make the podium I will be very, very happy.

Q You raced some Supercross races in America a few years ago didn't you? How did you like that?

A It was fun. I did it at the start of the year, just for practice for the Grand Prix season. **CN**



Great, Britain



By Mario Candellone

ETTELBRUK, LUXEMBOURG, SEPT. 26

Though it is the typical close to the trial season, this year's Trial des Nations was especially anticipated as a gauge for the international trials hierarchy. Spain has dominated the sport in recent years, but Brit Doug Lampkin has brought the talent to a new level. Following an absolutely dominant season, there was no doubt that he was the best individual, but had his English cohorts also improved enough to dethrone the Spaniards? The wild card was Japan, which has also made an impressive surge of late, with several creditable riders on the World circuit.

Over the loop's 18 sections, these three countries were indeed very close in their battle for the overall team victory, and in the end just a single point separated victorious Great Britain from runner-up Spain. No one could remember a Trials des Nations in which the podium placers were so close, and the parity was a nice change following Lampkin's season of individual supremacy.

Said supremacy was of course still evident, as the Beta rider finished with the best score of the event, his total of four points miles better than anyone else. The sections' slippery rocks and steep, muddy climbs were no challenge for Lampkin.

The competition started at 7:45 on Sunday morning, with the Russians going first. The weather was cloudy, with the previous night's rain threatening to return. In fact, just seconds before

the U.S. team started, the rain began to clean off the first sections. As the day continued, rain and sun alternated, cleaning and drying the sections.

GROUP B

In group B (which included the U.S.), Belgium was stronger than any other nation. Team leader Michael Vukcevic dropped just 10 points total, dragging his team to a convincing victory. The runner-up Irish doubled Belgium's total at 36, led by Rob Crawford, whose eight penalties made for a score even better than that of Vukcevic. Norway and the U.S. tussled over the final podium position, with the Scandinavians getting the nod by nine points.

GROUP A

The premier division also featured a brilliant fight for the win. Spain had incredible depth, posting four good scores in section after section, while Great Britain had Lampkin. As for Japan, Takahisa Fujinami - number two in the world - was strong, and Kenichi Kuroyama was fully recovered from an accident. An unknown for the Asians was Tomoyuki Ogawa, who had abandoned the World circuit three years ago, and only competes regularly in Japan.

The British started first, followed by the Japanese. Both found some sections with the the rocks still clean of mud. The Spaniards were the last to start, and faced a dirtier set of obstacles. At the midway point, all was still up in the air, with the three teams within four points of one another.

Loop two was better in parts, with the sun having dried the mud on the stones, but the roots were appearing in

While the U.S. still isn't in the league of the A teams, the B class allows our riders to improve their skills while still competing for the podium. We were just off it in Luxembourg in fourth place, with Geoff Aaron (pictured above) leading our effort. (Right) At just 16 years old, Randy Johnson was the youngest U.S. competitor.



the trees. Lampkin scored just one point, and his team picked up 21. Fujinami lived up to his billing, dropping just two marks, but his team was a bit off with 30. Spain, which arrived later, had the best total of the loop, but it wasn't enough to beat the British. **CN**

Trial Club of Warken

Ettelbruk, Luxembourg

Results: September 26, 1999

A TEAMS: 1. Great Britain (53): Steve Colley (GG), Martin Crosswaite (GG), Graham Jarvis (S-B), Dougie Lampkin (Bet); 2. Spain (54): Amos Bilbao (Mon), Albert Cabestany (GG), Marc Colomer (Mon), Marcel Justribo (Mon); 3. Japan (65): Takahisa Fujinami (Hon), Kenichi Kuroyama (Bet), Tomoyuki Ogawa (Bet), Taichi Tanaka (Bet); 4. Italy (114): Diego Bosis (Mon), Fabio Lenzi (Bet), Donato Miglio (Bet), Dario Re delle Gandine (Mon); 5. France (184): Bruno Camozzi (GG), Christophe Camozzi (Bet), Julien Dupont (GG), Gregory Eyries (GG); 6. Finland (235): Jussi Haapanen (Bet), Sami Hakala (GG), Joachim Hindren (Mon), Mika Sassi (Mon); 7. Sweden (283): Benny Arthursson (GG), Anders Nilsson (GG), Jonas Riedel (Bet), Stefan Riedel (Bet); 8. Germany (290): Matthias Hofmann (Bet), Andreas Lettenbichler (GG), Carsten Stranghoner (Mon), Jens ter Jung (GG); 9. Czech Republic (305): Pavel Balas (GG), David Kadlec (GG), Martin Kroustek (Bet), Jiri Svoboda (Mon); 10. Netherlands (383): Marcel Brunsveld (Mon), Rodney Heijmans (GG), Alex Van den Broek (Mon), Peter Van der Sluis (GG).

B TEAMS: 1. Belgium (18): Olivier Colson (GG), Arnaud Dermine (Sco), Hugues Lambion (Bet), Michael Vukcevic (S-B); 2. Ireland (36): Gareth Andrews (Bet), Robert Crawford (Mon), Alan Marks (Mon), Andrew Perry (S-B); 3. Norway (90): Andreas Greker (GG), Lars-Erik Fremstad (Mon), Henning Hauge Nilsen (Mon), Ola-Andre Svensson (GG); 4. USA (99): Geoff Aaron (Bet), Travis Fox (GG), Raymond Peters (S-B), Andy Johnson (Mon); 5. Austria (135): Markus Adamec (GG), Eric Brandauer (GG), Mario Mempo (GG), Franz Schlogl (GG).

Briefly...

The TdN was its usual **international spectacle**, with team presentations, dances and famous French speaker Bernard Estrieau, the king of indoor organizers.

The start area this year was situated around a large soccer field in town. Sections one and 18 consisted of **artificial obstacles** near the start, while the estimated 5000 spectators had to travel a few miles to the woods (buses were available) to see the bulk of the event.

The 25 teams competing were **divided into groups A and B**, and each section had two separate lanes. Green flags marked the easier B lane, and blue flags demarcated the more difficult A route. The U.S. contested the B class.

Rules require each country to have three or four riders. In each single section, the **best three scores** from each country are counted, which is why the sum of a country's separate rider scores doesn't match the team's total. This is a new rule, decided upon only two years ago.

Team Manager Martin Belair talked about the event and his **U.S. squad's effort**: "Great event, good job by the organizers; they drew very good sections. We are happy with this fourth place. We had Peters with a pain in his knee due to a crash last week, and we brought two young riders in, Travis Fox (18) and Andy Johnson (16), who did their best. (Geoff) Aaron was still the best; in the second loop he fived the easy section one - touching a flag - and dabbed in hazard 10, and that was all. Six points, total! I'll take this chance to thank all the Americans that helped us, and many thanks also to the factories and the importers for the bikes."



More than just a race

It started out as a motorcycle show, then someone got the bright idea of throwing a motorcycle race or two into the mix. Today, the Del Mar Motorcycle Weekend at the Del Mar Fairgrounds near San Diego, California, has grown to about as close to a Daytona West as you are likely to find.

Already celebrating its sixth year in conjunction with the final round of the AMA Grand National Dirt Track Series, the weekend itself seems to bring motorcycling full circle, somehow creating a generational mix that includes throwbacks to the barnstorming period of motorcycling's early days, along with the newest and latest in the motorcycling world.

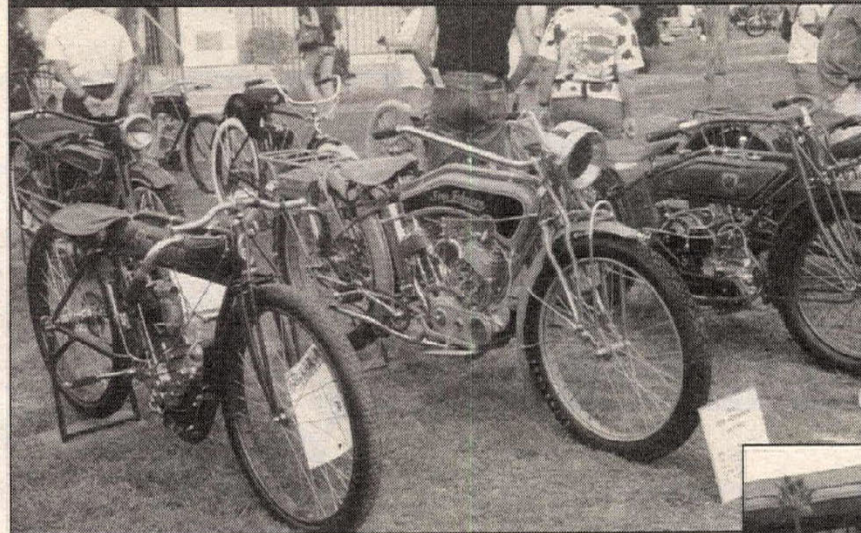
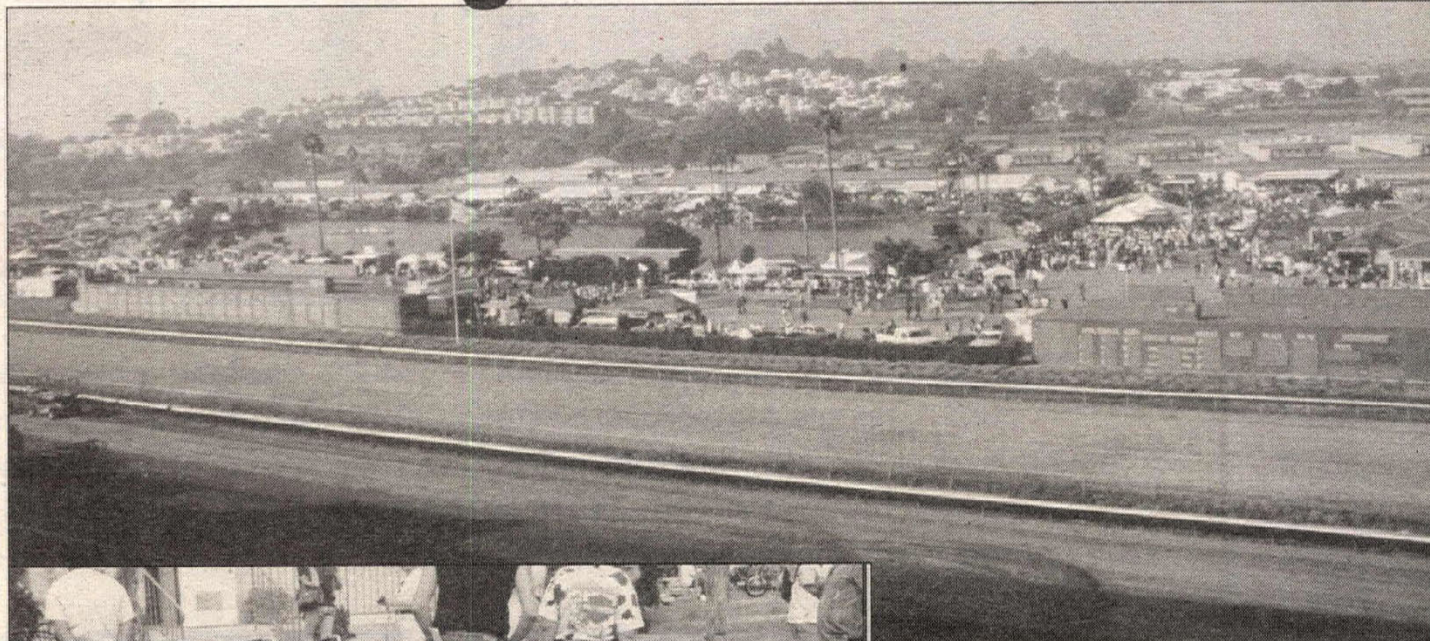
For instance, the fabled Del Mar Concours D'Elegance vintage and antique motorcycle show and swap meet will be tied in with the Del Mar Motorcycle Expo on October 9-10. Promoter Chris Agajanian has promised that the coinciding event will be bigger and better than ever before.

"In the past, we have held this show on the infield," Agajanian said. "This year, to accommodate the immense growth, we have moved the Concours to the grandiose foyer area (in front of the main grandstand), utilizing the surrounding gardens and fountains as the background for display. Del Mar is a beautiful facility, and using this area will add even more prestige to the magnificent machines that are presented in the Concours. It will definitely be the 'Pebble Beach' of motorcycling. Plus, we have expanded the Expo to two days."

Legendary daredevil Evel Knievel will be honored as the weekend's Grand Marshall, and BSA has been selected as this year's honored motorcycle marque at the Concours. Show classes will once again be divided into several categories, including Custom, Early American, British, German, Italian, Japanese, etc. There are 25 categories in all, with a Best of Show trophy to shoot for. Last year's Best of Show went to Barry Sulkin and his 1936 Rudge Ulster.

This year's Motorcycle Expo should also provide both the casual and the more enthusiastic motorcycle fan with several interesting things to see and do. Most all of the modern motorcycle manufacturers will have full product displays at the event, allowing spectators to catch a glimpse of several of the hot new 2000 model-year machines. In addition, several aftermarket companies will be on hand to show off their wares. Whether it is new riding gear or the latest trick bolt-on part, reputed firms - such as K&N, White Brothers, Drag Specialties and Corbin, to name a few - are expected to have full displays, with technical staff to answer any questions about their latest and greatest products or services.

The weekend itself is actually set to kick off on Friday, October 8, with the Deutsche Financial Del Mar Golf Tournament to benefit the Clayton Foundation for injured motorcyclists to be held at the Oceanside Golf Course in Oceanside, California. Registration begins at 11 a.m. with play beginning at 12:30 p.m. Several motorcycling celebrities from past and present, including Scott Parker, Chris Carr, Will Davis, Ronnie Jones, Dick Hammer, Elliott Schultz, Everett Brashear, Dave Aldana, Brad Lackey, Jason Pridmore and more are scheduled to attend. The cost to partici-



(Above) What started out as a great antique motorcycle show has turned into a great motorcycling weekend at the Del Mar Fairgrounds, which hosts the Concours D'Elegance, Del Mar Motorcycle Expo and the final round of the AMA Grand National Championship Series.

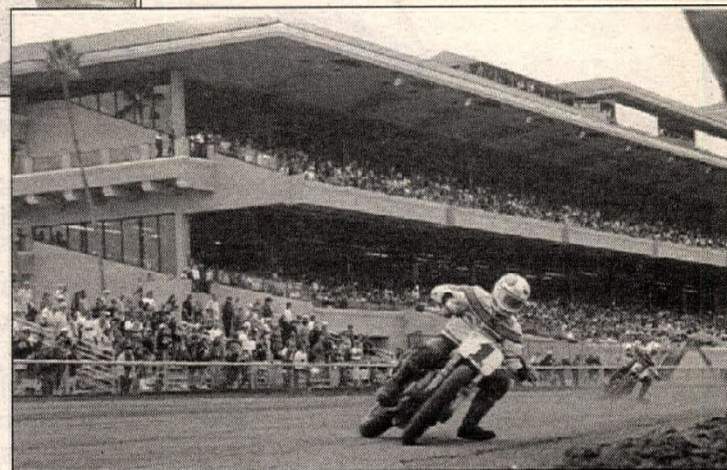
(Left) Where it all began: The Concours D'Elegance is still a main staple of the Del Mar weekend. The show always features an eclectic display of custom, antique, and vintage machinery from all eras of the sport.

pate is \$100, and a limited number of spaces are still available. For more information, call 714/751-7433.

The partying starts at 7 p.m. on Friday evening, as Del Mar is scheduled to host a Showcase Bike Night at the Del Mar Paddock Lounge in front of the main grandstand. Race fans will be able to meet and greet several motorcycling legends, including "On Any Sunday" filmmaker Bruce Brown, starring riders Dave Aldana, Keith Mashburn, TT greats Eddie Mulder and Skip VanLeeuwen, Everett Brashear, Dick Hammer and several others. Many of today's top Grand National dirt track stars will also be in attendance, including 1999 AMA Grand National Champion Chris Carr. Special rides to this kick-off party are being organized by various Ducati motorcycle dealers and by Cycle World Magazine. Additionally, there will be several donated motorcycling items raffled off at the party with all proceeds benefiting injured Grand National dirt track racer Toby Jorgensen. Admission is free. For more information on the Showcase Bike Night, contact FS Promotions at 714/585-2930.

The Del Mar Concourse D'Elegance and Del Mar Motorcycle Expo kick off on Saturday, October 9, at 10 a.m., and will include what is regarded by many fans as the finest display of antique, vintage and custom motorcycles in the world. Expect to also see the latest models from all of the top motorcycle manufacturers, including Honda, Yamaha, Suzuki, Kawasaki, Harley-Davidson, Buell, BMW, Victory, Excelsior-Henderson and more. The shows will also include the Sales Corral, where several pre-owned motorcycles are placed on consignment, and the Parts Exchange and Swap Meet

(Right) Race fans will get the chance to see nine-time AMA Grand National Champion take his final ride (and maybe his final win) with the number-one plate during the K&N Filters Del Mar Mile.



for motorcycle fans in search of that hard-to-find or discontinued motorcycle part or bit of memorabilia.

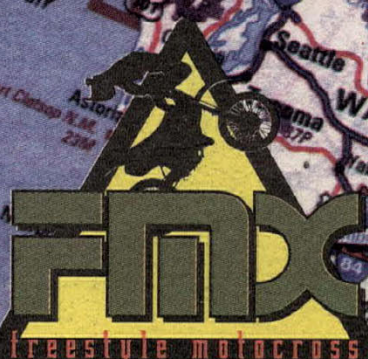
A variety of entertainment is scheduled for Saturday's show as well. Exhibitions by "Wheelie King" Doug Domokos and the San Diego Trials Riders Club have been big hits in the past. The MD Extreme Promotions Freestyle Motocross Jump Show and Contest is a new addition to this year's events, pitting several of the top freestyle motocrossers in the country against one another in an unusual display of motorcycle aerial acrobatics.

The thunder of dirt track racing is also scheduled to begin at noon on Saturday, as the Harley-Davidson Sportster Performance Series and SuperTrapp SuperTracker Series machines take to the Del Mar Mile for preliminary qualifying. The qualifiers are expected to be concluded by 2 p.m., giving race fans plenty of opportunity to return to the Concourse and Expo. Tickets for the Concours and Expo are \$13. For more information, call Agajanian Presents at 310/547-9898.

Just as the thunder stops on the mile, it will be replaced by the sound of distant thunder from the Skip Van

Leeuwen Vintage Short Track Classic in the rodeo arena at the Del Mar Fairgrounds. The AHRMA-sanctioned, San Diego Flat Track Association-promoted event will feature riders battling it out elbow to elbow in various vintage and modern classes. Racing is scheduled to begin at 7 p.m. Tickets are \$10, and are available at the gate only.

With the Motorcycle Expo still in full-swing, the main focus will turn to the K&N Filters Del Mar Mile on Sunday, October 10, where the fastest 18 Grand National dirt track racers in the country will square off one final time for bragging rights that will carry into a new millennium. The Del Mar Mile will mark the final time in his storied career that nine-time and defending AMA Grand National Champion Scott Parker will carry the AMA Grand National number-one plate into battle. Parker has won Del Mar four of the last five years. If all goes well, the winner of 90-plus Grand National events will add his final victory as champion to his illustrious race resume. Gates open at 10 a.m. Tickets are \$25 and up. For more information, call Agajanian Presents at 310/547-9898.



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january 14-16 · sports arena · toledo, oh

january 21-23 · convention center · niagara falls, ny

january 21-23 · hara arena · dayton, oh

january 28-30 · broadbent arena · louisville, ky

january 28-30 · civic center · springfield, ma

february 4-5 · civic center · monroe, la

february 4-6 · prairie capitol center · springfield, il

february 11-12 · american airlines arena · miami, fl

february 11-13 · saddledome · calgary, canada

february 18-19 · ice palace · tampa, fl

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 PACE
 MOTOR SPORTS

Parker does Seattle

By Clay Light

File photo by Flat Trak Fotos

AUBURN, WA, SEPT. 25

AMA Grand National Champion Scott Parker gave over 8000 race fans their money's worth at the second running of the Seattle Mile on the Emerald Downs Race Track in Auburn.

Parker, the nine-time Grand National Champion, jumped out in front of the field and was never seriously challenged as he went on to win the 750cc Expert main event, one which paid \$1420. Parker led fellow GNC regulars Rich King and Steve Beattie onto the podium in the class.

"Pull the trigger and go, that's what it's all about," Parker said at the completion of the 750cc final. "The track was starting to come apart with each lap, so the game plan was to get out front and stay there."

Washington's Joe Kopp continued his rampage of the Northwest with his win in the 600cc Expert main event. It was his second consecutive victory after also winning in Spokane the previous night, furthering his title hopes in the class and taking a 12-point lead over the injured Dan Stanley into the final round at Las Vegas.

Kopp took the lead from Lonnie Pauley on the second lap of the main event and then remained in that position to solidify his sweep of the dual Evergreen State Nationals, finishing ahead of Oregon's Rex Fisher and Pauley in the 12-lap final.

Race promoter Chris Agajanian and his crew did an incredible job of keeping the sandy, cushioned track in raceable condition, averting last year's fiasco by constantly wheel-packing the surface. Truckloads of clay were added this year as well, in the hope of salvaging a Grand National bid in 2000.

"The track was at least 50 percent better than last year," three-time Grand National Champion Jay Springsteen said after finishing. "But I think that it'll need more work; everybody up here wants to see a killer mile National, but look at me, man. I'm shakin'. I got pelted bad out there. The roost was incredible!"

Parker led King and polesitter Springsteen off the line at the unleashing of the 12-rider, 12-lap 750cc final, followed by Beattie, Gary Rogers and Jaime Aguilar. Up front it looked to be a four-way draft for the lead, but by the second circuit, Parker had used the sandblasting of his opposition to his advantage, putting considerable ground on King, who was the winner at the inaugural event here last year. King had to back off of the throttle to avoid Parker's pelting.

Beattie, who like King was trying a variety of lines in an attempt to improve upon his position, dropped back from King's rear wheel roost, leaving him in a heated battle with Springsteen. The wily Springsteen stayed in Beattie's shadow for several laps, but he too would back

off the throttle, leaving the top five set: Parker, King, Beattie, Springsteen and Rogers, evenly spread out. That left only Eli Price and Steve Liberty to battle behind Aguilar.

The top six remained the same to the finish, with Parker leading the way. King, Beattie, Springsteen, Rogers, Aguilar and Liberty landed the top seven positions, while Mike Inderbitzin, Robert Miller, Joey Duvall and Ken Yoder rounded out the field.

"I took an awful pelting," King said. "It was hard to follow Scotty, and to run the line that I wanted to. Hey, what could I do?"

Kopp sat on the pole position for the 12-rider, 12-lap, 600cc Expert final, but it was Pauley who was fastest off the start, heading the field into turn one. Kopp, who initially started off in third, quickly worked past Fisher and made a mad surge forward to overtake Pauley shortly into the second lap. Fisher, Mayfield and Don Wilson held down the top five positions.

Once in the point position, Kopp then checked out on the competition, opening up as much as a six bike-length lead over Pauley, who two laps later would also lose ground to Fisher.

"Man, I was really having trouble out of one and two," Pauley later said.

Fisher, though, couldn't narrow the gap that Kopp had put on him, barely hanging on to the second place position - it would be his season-best finish - while behind him Pauley, Wilson and Mayfield ran in close proximity. Fisher used his roost to keep Pauley at a safe distance late in the final to finish second to the long-gone Kopp, who finalized his sweep of the Evergreen State with his win.

"I played around with some different lines," said Kopp of his opening lap barrage. "Then I picked up on one that worked well and didn't want to waste any time at all getting out front."

Following Fisher was Pauley, while Wilson, Mayfield, Jeff Annen, Lonny Kopp, Tony Souza, J.P. Simonsen, Eric Rickman, Troy Rose and Donnie Hart completed the field.

Michelle DiSalvo and Rogers came into the Seattle round separated by a scant two-point margin, in DiSalvo's favor, in the Harley-Davidson Sportster Performance class, but Rogers' come-from-behind performance netted his win and the point-lead momentum heading into the Las Vegas final. Seattle's Don Paul led the 12-lap final for

Scott Parker made his final race in the Pacific Northwest a good one, as the retiring Grand National Champion handily won the 750cc Expert class of the Seattle Mile at Emerald Downs.

three circuits, but Paul's gradual descent opened the door for DiSalvo, Chris Fitzhugh and finally Rogers to capitalize. DiSalvo clung to second ahead of Fitzhugh, Paul, Hart, Dick Wall, John Grant and Robert Miller. **CN**

Emerald Downs

Auburn, Washington

Results: September 25, 1999

(Round 13 of 14)

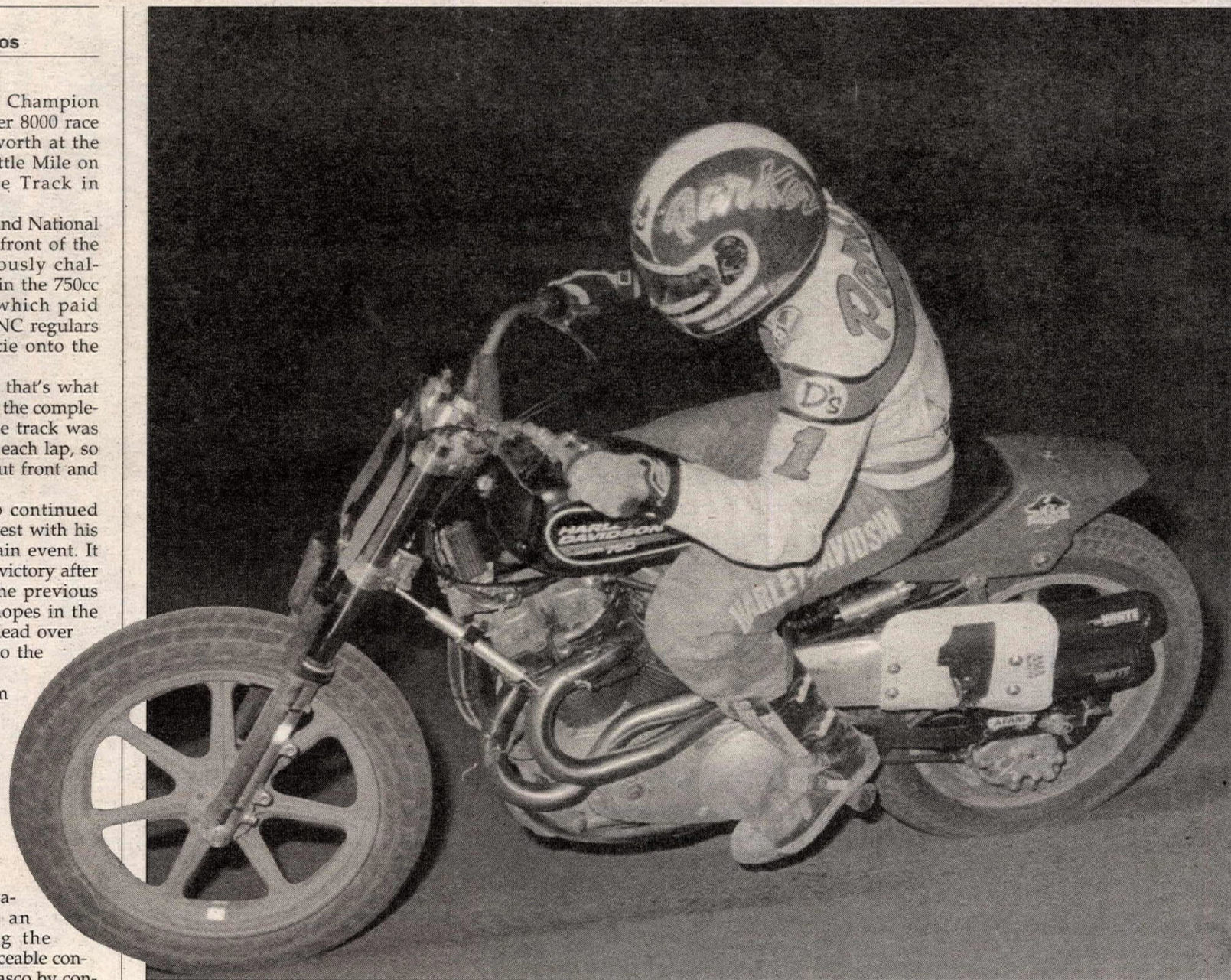
750 EX: 1. Scott Parker (H-D); 2. Rich King (H-D); 3. Steve Beattie (H-D); 4. Jay Springsteen (H-D); 5. Gary Rogers (H-D); 6. Jaime Aguilar (H-D); 7. Steve Liberty (H-D); 8. Eli Price (H-D); 9. Mike Inderbitzin (H-D); 10. Robert Miller (H-D); 11. Joey Duvall (Hon); 12. Ken Yoder (H-D).

600 EX: 1. Joe Kopp (KTM); 2. Rex Fisher (W-R); 3. Lonnie Pauley (Rtx); 4. Don Wilson (W-R); 5. Steve Mayfield (W-R); 6. Jeff Annen (W-R); 7. Lonny Kopp (W-R); 8. Tony Souza (Rtx); 9. J. P. Simonsen (Rtx); 10. Eric Rickman (Rtx); 11. Troy Rose (Rtx); 12. Donnie Hart (Rtx).

883: 1. Gary Rogers; 2. Michelle DiSalvo; 3. Chris Fitzhugh; 4. Donald Paul; 5. Donnie Hart; 6. Dick Wall; 7. Bob Grant; 8. Robert Miller.

Upcoming Round:

Round 14 - Las Vegas, Nevada, October 1





Beattie, Kopp on top

By Clay Light
Photos by Frances Engelcke

SPOKANE, WA, SEPT. 24

GNC contenders Steve Beattie and Joe Kopp captured impressive wins during round 11 of the AMA National Hot Shoe Series held at Playfair Raceway in downtown Spokane.

Beattie, from Burlington, Ontario, posted a solid performance in his 750cc Expert win, one which captivated the crowd of 4000, as Beattie and Californian Gary Rogers spent much of the 12-lap final in a side-by-side configuration that fell in Beattie's favor. Idaho's Steve Liberty finished third to finalize the podium positions.

Kopp, the hometown hero, improved his chances for a 600cc Expert class title by winning the 600cc final. Coming into the Spokane round, Kopp trailed fellow Washingtonian Dan Stanley in the point standings, 140-106, but sliced into Stanley's lead with the 23 points that the former Peoria TT winner earned this evening. Lonnie Pauley, who for several laps challenged Kopp, finished second in the 12-rider final, followed by Washington's Don Wilson.

Beattie, whose win earned him \$1535 from the purse of \$10,000, also moved himself into a title contention, as he trailed Kevin Varnes by eight points but has now moved up from third, behind Varnes and Geo Roeder, to first. Beattie now holds a 15-point lead over Roeder, 82-67.

Beattie, the National number 26 plate holder, grabbed the holeshot at the start

of the 750cc final, followed closely by Rogers, who was the polesitter, setting up the best battle of the evening in a clash of heavy artillery.

On lap five, though, the momentum swung in Beattie's favor, as Rogers' lead came and went. Beattie, who had also won the class at the annual Joe Kopp Challenge the night prior and was quickly becoming an adopted "homeboy," slammed the door shut on all of Rogers' advances, going on to post a narrow margin of victory. Rogers clung on to a close second-place finish, but the battle for third between Liberty and Eli Price went to the finish.

Liberty, who at last year's National won the 750cc final, got the drive out of turn four to take the position from Price to nab the final position on the rostrum after an incredible come-from-behind performance. Liberty initially started off in 12th place and overtook Ken Yoder, Lonny Kopp, and finally Price, to gain the position and just applause from the crowd for his incredible performance.

Yoder, Kopp, Larry Marsh, Mike Inderbitzin, Jaime Aguilar, Joey Duvall and Robert Miller rounded out the field. Beattie was understandably pleased with the win.

"He (Rogers) kept me honest," Beattie said. "It (the win) wasn't a cakewalk like it was last night at the Joe Kopp Challenge."

Second marked a good night for Rogers, who has been one of the most steadily improving riders on the Grand National circuit this year.

"Steve (Beattie) got off ahead of me

and started to get away, but then I found some traction coming off of four," said Rogers. "Then on the next lap I noticed that Steve was using that line, too. By that time, I think it was the sixth lap, I didn't have anything left to give him."

By virtue of his win in the fastest of the 600cc qualifying heat races, Kopp sat on the pole position for the 600cc final at what is considered by many to be his home track. Ironically, Kopp, a fixture on the GNC trail, has been previously unable to attend the Spokane round since its inception.

Wilson, one of the two non-National-numbered riders on the front row, jumped out front at the start of the final as the field funneled into turn one, but the veteran Wilson quickly lost his lead, as Pauley pushed past Wilson to grab the lead shortly afterward. Wilson maintained second place for another lap, allowing Pauley - last year's winner - to hold a commanding lead. It was quickly slashed once Kopp got around Wilson on the next circuit. Kopp went on from that point and gunned down Pauley, taking the lead for keeps on the fifth lap. A highly anticipated Kopp/Pauley confrontation failed to materialize when Kopp pulled away from Pauley via a successive string of consistent laps.

Wilson, meanwhile, was demonstrating his finest performance in recent years, as he held Oregon's Rex Fisher at bay after Fisher came knocking. Farther back in the field, a three-way swapfest for fifth between second-year Expert Beau A. Brown, Steve Mayfield and J.P.

(Above left) Steve Beattie endeared himself to the fans at Spokane's Playfair Raceway by storming to victory in the 750cc Expert main event during round 11 of the AMA National Hot Shoe Series. (Above right) Homeboy: Joe Kopp won the 600cc Expert main event at what is considered his home track.

Simonsen was waged, one which would finish in Simonsen's favor. The trio kept the crowd entertained while their hero Kopp was in the process of wrapping up his first National win at the facility. Pauley held on to finish second ahead of Wilson, while Fisher nabbed the fourth position, ahead of Simonsen. Mayfield finished sixth, ahead of Brown, who was followed by Tony Souza, John Grant, Ryan Anderson, Jerry Southworth and rookie Aaron Weston.

Spokane Playfair Race Track
Spokane, Washington
Results: September 24, 1999
(Round 11 of 14)

750 EX: 1. Steve Beattie (H-D); 2. Gary Rogers (H-D); 3. Steve Liberty (H-D); 4. Eli Price (H-D); 5. Ken Yoder (H-D); 6. Lonny Kopp (H-D); 7. Larry Marsh (H-D); 8. Mike Inderbitzin (H-D); 9. Jaime Aguilar (H-D); 10. Joe Duvall (Hon); 11. Robert Miller (H-D).

600 EX: 1. Joe Kopp (Rtx); 2. Lonnie Pauley (Rtx); 3. Don Wilson (W-R); 4. Rex Fisher (W-R); 5. J.P. Simonsen (Rtx); 6. Steve Mayfield (W-R); 7. Beau A. Brown (W-R); 8. Tony Souza (Rtx); 9. John Grant (Hon); 10. Ryan Anderson (W-R); 11. Jerry Southworth (KTM); 12. Aaron Weston (W-R).

Upcoming Rounds:
Round 12 - Newberrytown, Pennsylvania, September 25
Round 13 - Seattle, Washington, September 25



By David and Lora Patton

YORK, PA, SEPT. 26

James "Jammer" Large took a giant step toward his third-straight 800cc National Hillclimb Championship with a dominating win at round 11 of the 1999 AMA National Championship Hillclimb Series. Large's second-straight victory has vaulted him to a 15-point lead and given him a great chance at sewing up the title at the next round. Ted Wilkins' win in the 540 class jumped him up into a tie for the points lead with five-time National Champion Paul Pinsonnault.

Scott McNeely was the first rider to challenge the 300-foot hill, on his Mac's Cycle Supply nitro-burning Honda CR500. McNeely made the most of his run on the smooth hill, pumping the crowd up with his 5.952-second run.

"We had to guess at the setup a little bit because David (Watson) never ran the 21-inch rear tire here, but it all worked out great," McNeely said.

Triumph-mounted John Hamilton Jr. was a little hot off the line, and he jumped over the breaker, losing time. Hamilton clocked a 6.547, his best pass of the afternoon. Points leader Paul Pinsonnault had problems with the awesome traction on the hill and wheelied to a 6.569. He would get it together on his second run.



Large, Wilkins top the field

Bo's Radical Racing/Thor rider Chad Disbennett has owned the White Rose Motorcycle Club hill, winning the last three Nationals. Disbennett blasted up the hill in 6.423 seconds, despite a couple of bobbles.

Disbennett's hold on second place lasted until Howe's Triumph-mounted Phil Libhart took his shot. Libhart shortened his machine before his run to help the paddle-tire hook up, and it worked for him, as he posted a 6.183.

McNeely's shot at a one-ride win ended with the last rider in the class. Wilkins had rebounded from a horrible day at Danville, New York, because of contaminated fuel to put together two straight top-two rides since. This time, Wilkins hammered his Rotax two-stroke twin out of the hole and blitzed up the hill.

"I bounced a little over the breaker and may have missed the groove a little," Wilkins said. "The bike wanted to wheelie all the way up the hill, but I kept the throttle pinned and hung on."

Wilkins stopped the clocks in 5.936 seconds, .016 faster than McNeely.

After the 800s chewed up the hill, McNeely tried to catch Wilkins. He wasn't able to put in a winning ride, but he would hang on to second place thanks to his strong first ride. Hamilton had problems on his second ride, which ended short of the top. He wound up sixth via his first-round time.

Pinsonnault was the only top-five

rider to go faster on his second try, posting 6.267 for fourth overall, though his points lead was gone. Disbennett had another great start, but he held it on too long. Disbennett's first run earned him fifth.

The hill began to rut up badly, and beating Wilkins would be hard. Harry Schreiber Jr. climbed to seventh place in his first hillclimb of the season with a 6.571 pass, and Libhart ran a 6.333, the best time of the round, but the fast times were in the first round. Wilkins took his second win of the year.

"I didn't think it would hold up but the groove got really rough in the middle of the hill," Wilkins said. "It's really great catching Paul (Pinsonnault)."

McNeely, Libhart, Pinsonnault and Disbennett filled in the top five.

Willie Price led the pack of 800s to the hill during that class' first round, but his Casto Cycles GSXR hooked up in the middle of the hill, looping out. Yamaha-mounted Rodney Smith put the first 800 time on the board, with a 6.563-second run. Harley-Davidson Racing Pro Hillclimb Team/Gerencer's H-D-backed Tim Frazier won the spring event at York, and he was hoping to take advantage of the hill conditions.

"They've really done a great job on the hill for this event," said Frazier, who jumped into the lead with his 6.134-second run. "The bike flattened out before the big jump."

Bobby Templeton was looking for a clean first ride, and the Erskine's PMS

For Motorcycles star lined up a nice ride for a time of 6.155. Large was up next on the Reiser's Cycle Service/KK Motorcycle Supply/Leather Gallery Harley-Davidson XR750. "Jammer" and team owner Tom Reiser had been busy before the start, adjusting the setup.

"We geared the bike up and stiffened the rear suspension and slowed the rebound-dampening down," Large said. "The key to this hill is to come out of the hole hard then shut the throttle so you don't jump at the end of the ramp. If you crank it back on too hard or too soon you'll hit the steep part of the hill and bounce. Then you'll wheelie and lose time."

Jammer drove the F&S Harley-Davidson off the line right in the line he wanted, and 5.443 seconds later there was a new leader.

"That's the best ride I've ever had here," Large said. "I hit the breaker, and the bike didn't even bounce."

All eyes were on David Watson, riding the Mac's Cycle Supply/Kleeburg Sheet metal/A&P Machine Honda CBR800RR, when he pulled to the line. Watson dominated the All-Star Challenge at White Rose in August, and he was hoping for a repeat performance on his first attempt at the hill. He mistimed the breaker just a fraction, but the fastest motorcycle on the circuit hauled up the hill in 6.034 seconds.

"I spun a lot off the line, and it threw my timing off a little, and I shut off too soon," Watson said. "When I hit the lit-

Longtime 540cc competitor Ted Wilkins continued his string of recent top-three finishes with a win at round 11 of the AMA National Championship Hillclimb Series in York, Pennsylvania.

tle camel hump after the ramp, I cased a little, but it was still a pretty fast time."

Glen Petty Jr. had a decent ride, but he had a spectacular crash over the last jump. He landed front-end high and made it through the timers, then looped out. His second ride would end a little better.

Reiser's Cycle Service rider Bob Castledine checked in with a 6.228 time, then Steve Dresser put in a determined effort, slipping under Frazier's time with a time of 6.120. Mike DeBusk ran a smooth, consistent 6.598 to end the first round.

As they began the second round, the hill had developed two good grooves. Rodney Smith finished eighth, with a 6.359, then Frazier took his turn, but could only muster a 6.458. Templeton, too, had problems but his first run earned him fifth overall, right behind Frazier. Watson changed his bike setup for his second run, but he overshot the breaker, taking second place with his first-run time.

Large was surprised his time hadn't been beat.

"The 540s ran 5.9s, so I figured my 5.4 wouldn't last long, but the hill is deteriorating," Large said. "The two grooves don't run straight, and that's helping me out."

Petty kept his Stoughton's Cycle Harley-Davidson on line for a 6.353 and seventh place, behind Bob Castledine, who couldn't improve on his earlier 6.228. Dresser had problems off the start on his second ride, but his 6.120 in round one was fast enough for third place.

DeBusk was the last rider who could topple Large, but DeBusk couldn't put together a straight ride. "Jammer" extended his win streak, to two in a row.

"Coming over here I knew I had to start winning races, and the suspension changes really made the difference for us today," Large said. **CN**

White Rose M.C.

York, Pennsylvania

Results: September 26, 1999
(Round 11 of 13)

540: 1. Ted Wilkins (Rotax); 2. Scott McNeely (Hon); 3. Phil Libhart (Tri); 4. Paul Pinsonnault (Hon); 5. Chad Disbennett (Tri); 6. John Hamilton Jr. (Tri); 7. Harry Schreiber (Hon); 8. Aaron Brown (Hon); 9. Mike Livingston (Hon); 10. Mike Templeton (Yam); 11. Roger McNeely (Hon); 12. Tim Freidhoff (Hon); 13. Rich Scheuermann III (Hon); 14. Chris VanHynning (Hon); 15. Charlie Roberts (Kaw).

800: 1. James Large (H-D); 2. David Watson (Hon); 3. Steve Dresser (H-D); 4. Tim Frazier (H-D); 5. Bobby Templeton (H-D); 6. Bob Castledine (H-D); 7. Glen Petty Jr. (H-D); 8. Rodney Smith (Yam); 9. Jeff Thomas (Yam); 10. Mike DeBusk (Kaw); 11. Russ VanderVeen (H-D); 12. Harry Denham (H-D); 13. Robert Shreiner (Kaw); 14. Curt Snelling (Hon); 15. Willie Price (Suz).

AMA 540cc NATIONAL HILLCLIMB CHAMPIONSHIP SERIES POINTS STANDINGS (After 11 of 13 rounds): 1. (TIE) Paul Pinsonnault (128/2 wins)/Ted Wilkins (128/2 wins) 3. Phil Libhart (122); 4. John Hamilton Jr. (115/2); 5. Chad Disbennett (100/2); 6. Tim Freidhoff (85); 7. (TIE) Scott McNeely (78/1)/Aaron Brown (78/1); 9. Chris VanHynning (67); 10. Mike Livingston (65); 11. Richie Scheuermann III (63); 12. Toby Thompson (52/1); 13. Mike Templeton (45); 14. Roger McNeely (44); 15. Charlie Roberts (43); 16. Jack Macauley (25); 17. Chris Brown (16); 18. Brian Bowlby (14); 19. Jeff Brown (13); 20. Alan Hoskins (11).

1999 AMA 800cc NATIONAL HILLCLIMB CHAMPIONSHIP SERIES POINTS STANDINGS (After 11 of 13 rounds): 1. James Large (133/2 wins); 2. (TIE) Bobby Templeton (118/3)/David Watson (118/2); 4. Glen Petty Jr. (117/1); 5. Tim Frazier (105/1 win); 6. Lou Gerencer (93/2); 7. Greg Williams (64); 8. (TIE) Jeff Thomas (63)/Harry Denham (63); 10. Russ VanderVeen (56); 11. Mike DeBusk (49); 12. Bob Shreiner (47); 13. Steve Dresser (46); 14. Bob Castledine (44); 15. Willie Price (36); 16. (TIE) Rodney Williams (32)/Mark Swem (32); 18. Terry Thompson (29); 19. Rodney Smith (22); 20. (TIE) Curt Snelling (21)/Brandon Kreeger (21).

Upcoming Rounds:

Round 12 - Nashville, Indiana, October 3

Round 13 - Oregonia, Ohio, October 10

By Jay Hauser

DANVILLE, VA, SEPT. 19

In his much-awaited move to the Pro ranks, one of the country's top amateur riders, Team Green's Ben Riddle, has had to face the question, Can he hang in the Pro ranks? The answer is a resounding, Yes! After a strong third-place showing in the 125cc Pro class at the opening round of the Fall Classic, held at Budds Creek in Maryland, Riddle showed up at Birch Creek for the second round with something to prove. When the day was done, Riddle had not only come away with a very impressive second-place ride to Robbie Horton in the 125cc Pro class, but more importantly, he had taken his first National overall victory. Riddle's pair of awesome rides resulted in a double moto sweep of the premier 250cc Pro Fall Classic.

Triad Motorsports/ProTel/Ballzee Aggressive Wear's Jim Neese was on the gas aboard his YZ400F and took runner-up honors to Riddle by riding steadily and strongly. Neese also had a little luck on his side - as did the rest of the field in the 250cc Pro class - when Horton's bike went south on him during the first lap of the first moto, after he had pulled the holeshot and was riding out front.

The 125cc Pro class featured some of the best racing action of the day, as Horton's Team Moto Planet/Fox/FMF Racing YZ125 had no problems, as he went for a double moto sweep of the class, but it was no easy task. Riddle was doing his best to measure up to the nationally ranked Horton and latched his KX onto Horton's rear fender in both motos.

Riddle rode to a strong finish behind Horton in moto one, pushing past Kevin Walker, David Kratz and Jeff Gibson to get there.

The second 125cc Pro moto was far and away the best moto of the day. James Webb got his shot of glory for the day when he aced the holeshot over Walker, Horton, Riddle and Kratz, but his lead was short-lived. Horton and Riddle whipped into a fierce battle right off the bat and moved past Webb and Walker before the end of lap one. Once out front, the race was on, and no matter how hard Horton tried, he couldn't shake young Riddle. Riddle matched Horton move for move, turn for turn, all the way to the checkers, but experience prevailed and Horton took the moto win by a one-second margin. Walker remained "Mr. Steadfast" and copped another third-place finish. Kratz and North Carolinian up-and-comer Jerad Black rounded out the top five.

As stated before, Horton was out of the hunt in the 250cc Pro class before he could even get started, and Riddle used this to his advantage. After a few early laps hovering in third behind local hero Jim Neese and Jarman's Sportcycle's Mike Martin out of Chesapeake, Vir-

ginia, it was time for Riddle to go to work. Neese hit the ground on lap two about the same time Riddle was working past Martin; suddenly, Riddle was in the lead and gone. Martin held on to second for a few laps, but a hard-charging Todd Downs came out of nowhere to take over the runner-up position. Downs parked his Yamaha in that position for the duration, while Neese remounted and charged back to the front of the field. Neese's charge came to an end when he crossed the line for a hard-fought third-place finish, just barely having enough time to push Martin back to fourth. Local rider Chad Newton posted a good moto finish with a fifth, just ahead of Ohio's Jeff Gibson and Wisconsin's Darby Flower.

In the second 250cc Pro moto, Riddle made his intentions clear by setting sail from the get-go. After a picture-perfect holeshot, all the rest of the field could do was watch his green rear fender disappear as Riddle walked off and hid from the field. Neese was the only rider to even keep Riddle in sight, but he was unable to match the youngster's pace, settling for second in the moto and the second step on the podium. Black proved that his top-five finish in the 125s was no fluke by backing it up with a very impressive third-place ride in the moto, which pulled him into the top five overall for the day. Black had displaced Martin back to fourth about halfway



(Above) Ben Riddle (41) went 1-1 to take the overall in 250cc Pro racing at round two of the AMA Fall Classic at Birch Creek MX in Danville, Virginia. (Left) Jim Neese (3) powered his way to second overall, behind Riddle, in 250cc Pro action.



through the moto, and Martin ended up slipping one more spot when Downs made a slick pass in the switchbacks to take the fourth spot away, putting himself in the final podium position. Martin's day was still successful, however, as he edged out Black for fourth overall. Newton, Flower and South Carolina Yamaha rider Chuck Shirley rounded out the top eight. **CN**

Birch Creek MX Danville, Virginia Results: September 19, 1999 (Round 2)

125 PRO MOTO 1: 1. Robbie Horton (Yam); 2. Ben Riddle (Kaw); 3. Kevin Walker (Yam); 4. David Kratz (Hus); 5. Jeff Gibson (Kaw); 6. Jerad Black (Yam); 7. Chad Newton (Yam); 8. James Webb (Yam); 9. Michael Campbell (Kaw); 10. Darby Fowler (Suz)

125 PRO MOTO 2: 1. Robbie Horton (Yam); 2. Ben Riddle (Kaw); 3. Kevin Walker (Yam); 4. David Kratz (Hus); 5. Jerad Black (Yam); 6. Mark Wagner (Yam); 7. James Webb (Yam); 8. Chad Newton (Yam); 9. Darby Fowler (Suz); 10. Chuck Shirley (Yam)

125 PRO O/A: 1. Robbie Horton (Yam); 2. Ben Riddle (Kaw); 3. Kevin Walker (Yam); 4. David Kratz (Hus); 5. Jerad Black (Yam); 6. James Webb (Yam); 7. Chad Newton (Yam); 8. Chad Newton (Yam); 9. Darby Fowler (Suz); 10. Chuck Shirley (Yam)

250 PRO MOTO 1: 1. Ben Riddle (Kaw); 2. Todd Downs (Yam); 3. Jim Neese (Yam); 4. Mike Martin (Yam); 5. Chad Newton (Yam); 6. Jeff Gibson (Kaw); 7. Darby Fowler (Suz); 8. Chuck Shirley (Yam); 9. Jerad Black (Yam); 10. Donnie Foster (Yam)

250 PRO MOTO 2: 1. Ben Riddle (Kaw); 2. Jim Neese (Yam); 3. Jerad Black (Yam); 4. Todd Downs (Yam); 5. Mike Martin (Yam); 6. Mark Wagner (Yam); 7. Darby Fowler (Suz); 8. Chad Newton (Yam); 9. Chuck Shirley (Yam); 10. Donnie Foster (Yam)

250 PRO O/A: 1. Ben Riddle (Kaw); 2. Jim Neese (Yam); 3. Todd Downs (Yam); 4. Mike Martin (Yam); 5. Jerad Black (Yam); 6. Chad Newton (Yam); 7. Darby Fowler (Suz); 8. Chuck Shirley (Yam); 9. Donnie Foster (Yam); 10. John Fann (Kaw)

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YZ 426F

Meet the new boss: the all-new YZ426F powerplant. From its rebored cylinder and retooled internals to the larger-capacity radiator and brand-new flat-slide FCR mixer with TPS, the YZ426Fmill ushers in the new millennium as the most revolutionary and hardest-hitting engine in all of motocross.

The YZ400F has sent industry experts searching for superlatives ever since it took the MX scene by storm just two years ago. Doug Henry merely drove home the point by winning the '98 National Outdoor title. Well, get ready to have your world rocked-again. Introducing the new, more-powerful-than-ever YZ426F. First off, we've rebored that revolutionary ultra-short-stroke, liquid-cooled, 5-valve thumper and retooled the piston and crankshaft. Dropped in a brand-new 39mm Keihin flat-slide FCR carb with throttle position sensor (TPS) and a newly integrated hot-start button. Fitted a works-style clutch lever with an all-new race-spec barrel adjuster. Reshaped the silencer. And tweaked first-and second-gear ratios while beefing up clutch capacity with larger, stronger plates. The result? Try a sharp boost in power and throttle response and a broad, flat torque-band that spells instant hook-up for you - and instant headaches for anyone in your wake. A new subframe and aluminum suspension internals shave weight, and we've repositioned the steering head pipe to create a more compact wheelbase for lighter feel. Greater power. Lighter chassis. Smoother suspension. Quicker steering. A new revolution has begun.



The 2000 YZ125 gets new cylinder construction, with larger exhaust porting and a reshaped YPVS power valve that work together to bring you even greater low-and mid-range muscle, while remapped ignition timing keeps this more potent powerplant firing with optimal precision. And speaking of power, what goes best with a little boost in muscle? Hint: Weight loss, courtesy of a new aluminum subframe and suspension internals. The 125 also gets a bunch of trick chassis mods, like independent compression adjustability on the rear shock, new low-friction outer fork tubes, a reshaped steering crown, even an all-new front fender and number plate. Bigger power, better suspension, smoother shifting. This is how much more dominant a bike can get.

YZ 125



Coupled with the lowered rear subframe, the 125's redesigned steering crown and more-forward bar position offers greater weight transfer flexibility over whoops and while railing through corners.

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Talk about your perfect marriages. Jeremy McGrath. The YZ250. And back-to-back Supercross championships. If this combination were any more lethal, the competition might not even bother showing up. Well, folks, things could get awfully lonely this year, because the new YZ250 has just gotten even better. A new 38mm Keihin PWK Carburetor, with TPS (throttle position sensor) and repositioned power jet, gives this year's YZ a meaner, berm-shredding bite with bigger mid-range hit, stronger top-end, more torque and greater over-rev capacity. Hooking this seriously potent powerband up to the rear wheel is a retooled clutch setup, with a new stainless steel cable and a works-style adjustable lever cable and a works-style adjustable lever system that delivers better feel and smoother pull. The new YZ250. Because we don't believe in making compromises. Or in taking prisoners.

Pint-sized powerhouse: The YZ80 boasts performance as durable as it is hard-hitting. As in 83cc of crankcase reed-inducted muscle firing inside cylinder walls impregnated with space shuttle-spec ceramic composites, which spells better heat dissipation and thus longer engine life for your machine.



YZ 80

YZ250



The 250 has an all-new steering crown for 2000, retooled to move the handlebars slightly forward for improved egos and a more aggressive riding position, which translates to greater weight transfer flexibility while roosting in the heat of battle.



Let's face it: You're never too young to start winning. And it's never too late to climb aboard the machine that'll give you the greatest advantage on your way to the top of the motocross ladder. This amazing mini shares the same cutting-edge YZ tech as its larger siblings. Like 83cc of screaming, liquid-cooled, crankcase-inducted power, put to the dirt by the slickest-shifting 6-speed gearbox in the class and a heavy-duty, 12-plate clutch that barely flinches when you're railing in the 5-digit rpm zone.

Couple this potent powerplant to a super-rigid, race-bred frame, fully adjustable suspension at both ends armed with 11" of travel, and speed-scrubbing disc brakes, and you'll quickly come to realize the only thing "mini" about the YZ80 is its size. You'll also come to discover that, once you've thrown your leg over this class-leading machine, you better start getting used to winning. Big time.

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YAMAHA

End of the Rainbow



By Phil Beckman

LAS VEGAS, NV, SEPT. 18-19

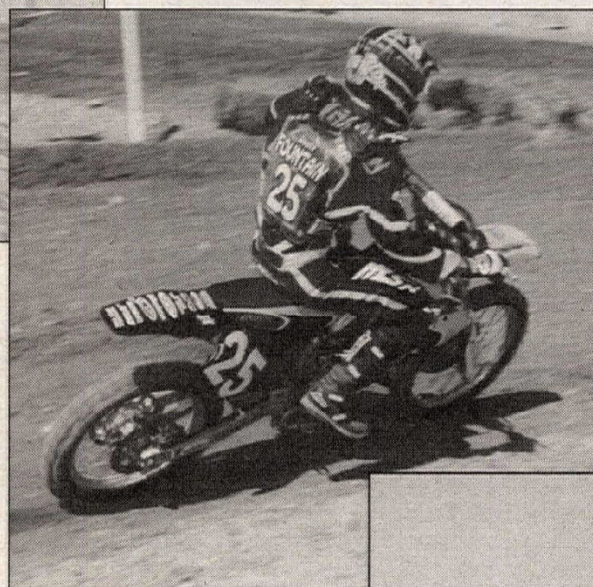
The fifth annual Suzuki RM Cup Challenge put a mark on the 1999 racing season for some 416 riders of the yellow motorcycles - an exclamation mark! These athletes had spent the season earning not only a generous amount of Suzuki contingency money, but RM Cup qualification points as well. Those with the most points in their respective regions earned invitations to Las Vegas Motor Speedway and a chance at a remarkable total purse of \$102,125. With that kind of cash on the line, it wasn't surprising that the weekend was filled with from-the-heart racing, some incredible finishes and a few upsets.

One of the biggest surprises came in the final main event of the weekend. (Following Saturday's racing to determine gate positions, there was a single moto for all the dough on Sunday.) Making his final appearance as an amateur, American Suzuki's newest factory rider, Cernic's/Fox/Dunlop-sponsored Travis Pastrana, was clearly the favorite to take home the majority of the RM Cup loot. Celebrating his 16th birthday with a runaway win earlier in the day in the 250cc Expert division over Danny Carlson of California and Arizona's Ted Campbell, the Annapolis, Maryland, native was understandably confident going into the 125cc Expert final. And when he exited the left-hand first turn in the lead, the fence-hangers basically shrugged and resigned themselves to a Pastrana parade.

However, journeyman Pro Paul Currie, from Naples, Florida, who had just missed the 250cc Expert podium, gated in third and quickly moved onto Pastrana's rear fender. On the third lap, the F&S Suzuki/Axo/FMF-backed Currie got a good drive approaching a fast stepup double, pulled alongside Pastrana and

(Above) Rookie Pro Travis Pastrana (199) celebrated his 16th birthday with a runaway win in the 250cc Expert division at the Suzuki RM Cup Challenge.

(Right) Dusty Fountain was the only double class winner at Las Vegas Motor Speedway, taking the 125 and 250cc C victories.



The 125cc Expert final was a barnburner, with Paul Currie (46) staving off constant pressure from Travis Pastrana (199) for the win.

made a shocking, elbow-rubbing, midair pass. Pastrana immediately counterattacked, but Currie kept it floored and withstood every move Pastrana made.

By the halfway mark of the 10-lap moto, it was clear that the young freestyle star had his work cut out for him. Pastrana would close in on one half of the course, but Currie would pull away slightly on the other. This "yo-yo effect" changed dramatically with three laps to go when lapped riders came into play. Currie seemed able to carve through them a bit more cleanly, adding to Pastrana's frustration. With the white flag about to wave, a lapper, in an attempt to get out of the way, caused Pastrana to make a major bobble. Currie suddenly had a three-second cushion. Pastrana made one last heroic push and actually erased that gap with half a lap to go, but then an aftermarket footpeg snapped off and he nearly went down again, stalling in the process. That was all the determined Currie needed, and he cruised in to collect his \$2000.

As exciting as that race was, the most amazing finish of the day came in the 80cc (7-11) final. Florida's Davi Millsaps grabbed the lead from drop of the gate with MCR Suspension/Airwalk-backed Joshua Lichtle in his wake, and these two RM80 riders rapidly separated themselves from the rest of the field. Millsaps held a two-second lead over Michigan's Lichtle for half the race

before the latter began to gradually close in. With two laps to go, the gap was gone, and as the white flag was brought out, the two found themselves in a side-by-side battle. Slicing through backmarkers with impunity, Millsaps and Lichtle hit the last double wide open. Lichtle landed slightly ahead - and with the inside line for the last turn. A few yards later at the finish line, Lichtle crossed over a length ahead of a bitterly disappointed Millsaps.

The 80cc (12-13) race produced one of the more unexpected outcomes when second-placed Michael Willard, sponsored by Renthal and AIM, found long-gone Kyle Partridge picking his bike off the turf with only a couple of laps to go. The Ohio rider took the win and a Suzuki certificate worth \$1500 by five seconds

comfy gap on North Carolina's Daniel Tesh and California's Kevin Townsend.

DH Cycles' Ketcham got it right in the 125cc B/Intermediate division later in the day, however, keeping it on two wheels and out front from wire to wire. Laughridge charged up from a fifth-place start to close to within five seconds of Ketcham at the checkers. California's Brandon Milstead was third.

Dusty Fountain of Grand Prairie, Texas, turned out to be the most successful rider of the weekend, making hay in the C/Novice divisions. Arlington Suzuki/Reynard Modifications' Fountain led every lap of both the 125 and 250cc C classes. Filling out the podium in the 250cc C class was California's R.K. Field and Georgia's Josh Askew, while Oregon's Marc Miller-Jones and South Carolina's Zachary Miller went 2-3 in 125cc C.

Finally, in the "experience and treachery" divisions, Clawson Motorsports/Pro Circuit/O'Neal/One Industries' Jeff Pestana of Marina, California, claimed a relatively easy victory in the Over 30 Vet class, ahead of Idaho's Chaun McAlister and California's Jon Zahrt, who clawed his way back to the podium after crashing spectacularly while leading on the third lap. RG3/Sinisalo/Bel-Ray's Pete Murray of California romped all over the Over 40 Senior division, with Iowa's Rick Munson and former national star Kenny Zahrt of California running unopposed in second and third.

RM Cup highlights will be aired on



over Florida's Matt Goerke, who had moved past Ty Morrow late in the seven-lap moto. Adding to the drama, Willard pulled into the winner's circle with a rapidly disintegrating rear wheel that would not have lasted another half-lap!

Suzuki Sports support riders Gene Stull and Shane Bess demolished the 80cc (14-15) event. The two pulled a disappearing act on eventual third-place finisher Brad Modjewski of Hatley, Wisconsin, with Pennsylvania's Stull maintaining a solid three-second lead on California's Bess the entire way.

The B/Intermediate classes turned out to be the Evan Laughridge/Jesse Ketcham show. Laughridge, of Forest Ranch, California, won the 250cc B race, which had appeared to be the property of California's Jesse Ketcham - right up until the last lap, when he dropped it. Fator's Motorcycles' Laughridge was the primary beneficiary, taking over the lead and laughing all the way to the finish with a

espn2, the one-hour coverage tentatively scheduled for October 24 at 4 p.m. Eastern time.

CN

Las Vegas Motor Speedway
Las Vegas, Nevada
Results: September 18-19, 1999

80 (7-11): 1. Joshua Lichtle; 2. Davi Millsaps; 3. Michael LaPaglia; 4. Beni Williams; 5. Chris Osborne.

80 (12-13): 1. Michael Willard; 2. Danny Carlson; 3. Ty Morrow; 4. Paul Percy; 5. Bradley Ripple.

80 (14-15): 1. Gene Stull; 2. Shane Bess; 3. Brad Modjewski; 4. Willy Browning; 5. Zachary Miller.

125 C/NOV: 1. Dusty Fountain; 2. Marc Miller-Jones; 3. Zachary Miller; 4. Keith Kadell; 5. Simon Temmerman.

125 B/INT: 1. Jesse Ketcham; 2. Evan Laughridge; 3. Brandon Milstead; 4. Derrick Fisher; 5. Tyson Lacey.

125 EX: 1. Paul Currie; 2. Travis Pastrana; 3. Jeffrey Pestana; 4. Jiri Dostal; 5. Josh Tarantino.

250 C/NOV: 1. Dusty Fountain; 2. R.K. Field; 3. Josh Askew; 4. Jason Myhren; 5. Simon Temmerman.

250 B/INT: 1. Evan Laughridge; 2. Daniel Tesh; 3. Kevin Townsend; 4. Brandon Milstead; 5. Jason Wood.

250 EX: 1. Travis Pastrana; 2. Danny Carlson; 3. Ted Campbell; 4. Paul Currie; 5. Donald Upton.

VET 30+: 1. Jeffrey Pestana; 2. Chaun McAlister; 3. Jon Zahrt; 4. Billy Liles; 5. Robert Naughton.

SR 40+: 1. Peter Murray; 2. Rick Munson; 3. Kenny Zahrt; 4. Dave Bowman; 5. Ted DeVol.

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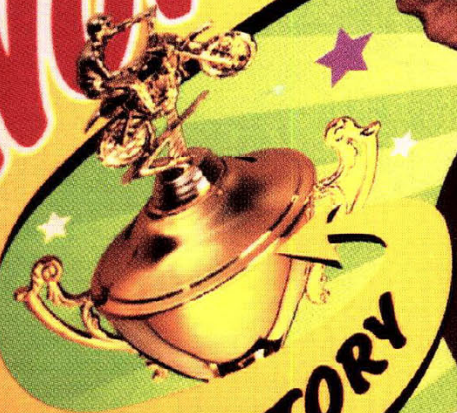
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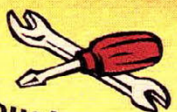
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Laninovich levels 'em

By Greg Robertson

MORENO VALLEY, CA, SEPT. 19

Round two of the GFI Racing/Goat Eyewear/Pro Circuit/Fox/No Fear/CTI/PJ1-sponsored Fall Series, held at Starwest Cycle Park, saw Yamaha-mounted future superstar Billy Laninovich turn in lap times comparable to those of the Pros in his domination of the 125cc Intermediate class.

When the gate dropped for the first moto, Laninovich absconded with the holeshot, ahead of Mark Valcore, Chad Frank and Brandon Prochnavy. Laninovich wasted little time in separating himself from the pack, and by lap two he had put 10 seconds on Valcore, who was now fending off Prochnavy and Josh Tupa. Laninovich didn't let up throughout the moto and started working his way through the Pro class, and ended up taking the win with a commanding 40-second lead. Prochnavy got around Valcore near the midway point to finish in second place. Tupa took third, followed by Eric Meyer and Brent Gilliam.

Meyer led the pack out of the first turn in moto two. Frank and Prochnavy ran second and third, with Laninovich in seventh. After a lap it was Meyer, Prochnavy and Laninovich holding down the top three positions, but that quickly changed when Laninovich went down.

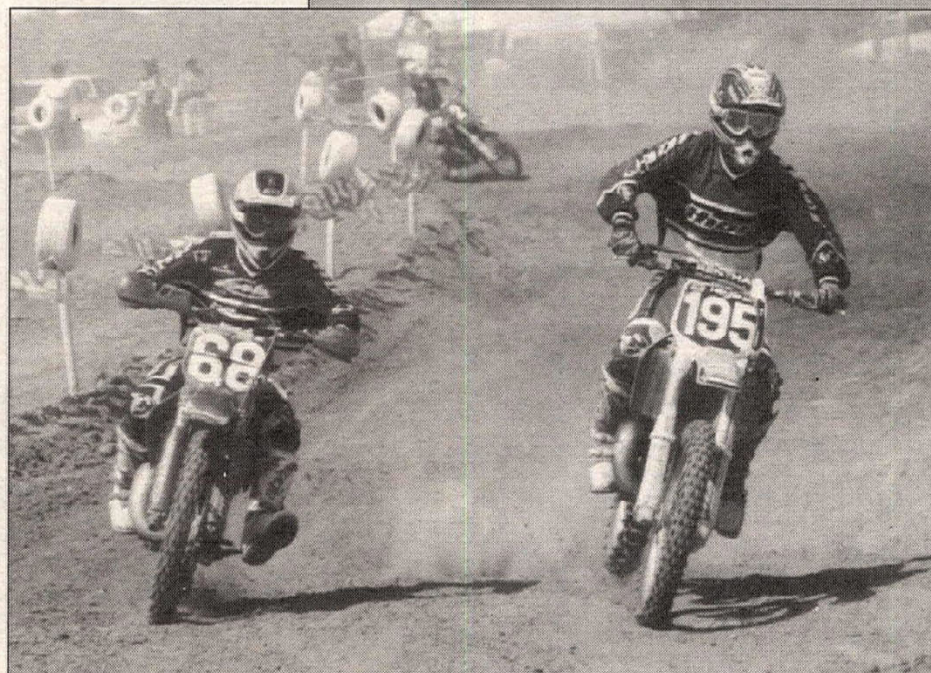
"I got a horrible start when my bike bogged on the gate," said Laninovich. "Then I came into a corner and my front end washed out and I crashed on the second lap."

Laninovich was back under way in 10th place as Prochnavy, Meyer and Tim Weigand argued over the lead. Weigand finally passed Prochnavy for the lead with six of 12 laps completed, and Laninovich overtook Meyer for third at about the same time. Laninovich went underneath Prochnavy a lap later to move into second place and then sailed past Weigand shortly thereafter to run out front.

The last few circuits of the dusty track were all Laninovich's, as he motored away for a sweep of the class.

"I wasn't sure if I was going to be able to catch up," said the NCY/IMS/Burger King/Dunlop/Troy Lee Designs/Enzo/Alpinestars/Wise-co/ZLT-backed Laninovich. "I just calmed down and went out there and passed them all and pulled away."

Weigand's fine runner-up performance in the second moto gave him third overall behind the 2-3 of Prochnavy. Tupa went 3-5 for fourth,



with Meyer rounding out the top five on a 4-6 day.

It was the Team SplitFire/1-800-COLLECT/Pro Circuit-backed KX125 with Billy Payne aboard that led the first 125cc Pro moto. Christopher Gosselaar gated in second place but crashed on lap one, handing the position over to Jeremy Chaussee. Payne had five seconds on Michael Young, who had slipped past Chaussee at the halfway point. Payne went uncontested for the remainder of the moto for the win. Young finished second, with Chaussee a close third over Gosselaar, Dusty Walters and Gerrit Ordelman.

Payne and Gosselaar went at it for the lead right from the drop of the gate in round two. The lead went back and forth until Gosselaar made a pass stick coming down the front straight in front of the grandstands on lap three. Gosselaar put a few seconds on Payne, who had the same gap on Young and Walters as they started to encounter heavy lapped traffic in the form of the Intermediate class.

Young was all over Payne, and the two of them nearly caught Gosselaar during the final few laps. Payne's second-place finish earned him the first-place cash, over Gosselaar.

"There was, like, 10 Intermediates we were lapping, and it was so hard to get around them, and one of them just came into a corner and T-boned my foot," said Gosselaar, while nursing the injury with a bag of ice. "It is killing me right now. I couldn't ride the last three laps because it was hurting so bad."

Young finished a close third and figured he might have improved on that position if it hadn't been for all the traffic.

"I was trying really hard to catch Billy, and I caught him," explained the Samson/FMF/Maxima/No Fear/MX Racer Magazine-sponsored Young. "On the last lap, I was planning a spot to pass Billy, and we caught a pack of Intermediates and they just got in the way and ruined everything. The Intermediates should never have been out there with us."

Chaussee went 3-4 for fourth, ahead of the Yamaha-mounted duo of rookie Pros, Walters and Ordelman.

Yamaha rider Cale Wallace overcame a couple of midpack starts to go 1-1 for the Supermini-class overall honors. Scott Simon actually led both motos at one time but fell victim to the hard-charging Wallace and finished second overall, ahead of Kevin Breid and Zac Wray.

Chapman Fiene and Donnie "Earthquake" Kearney split moto wins in both the 60cc Novice and 60cc Open classes, with Kearney prevailing in the second moto both times out for a pair of overall victories.

Zach Scari scared up the holeshot in both 250cc Novice motos aboard his YZ400, but in the end it was KX250 pilot Jason Larson with the overall by way of his 2-1 score. Andy Bakken picked up the first-moto win but couldn't find a way around Alvino Garcia the second time out and had to settle for second overall with 1-3 finishes.

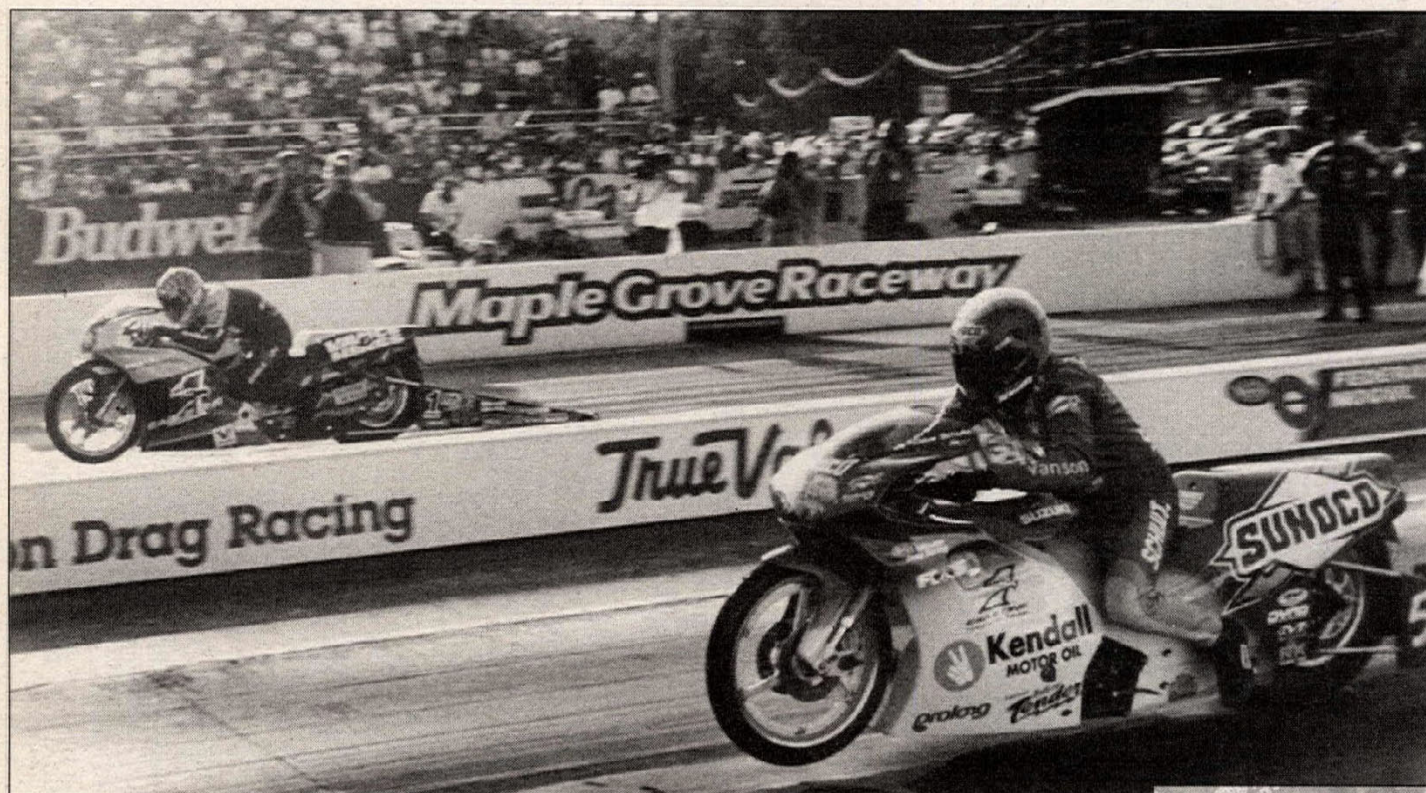
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(Above) Billy Laninovich (32) looks back at Tim Weigand (80) as he sails past to take the lead and the win in the second 125cc Intermediate moto, along with the class overall, at the second round of the GFI Racing Fall Series, held at Starwest Cycle Park in Moreno Valley, California. (Left) Billy Payne (195) was the winner of the 125cc Pro class, though he and runner-up Christopher Gosselaar (68) were this close for most of the second moto.

Starwest Cycle Park Moreno Valley, California Results: September 19, 1999 (Round 2)

- 50 STK (7-8): 1. Zachary Fussell (Cob); 2. David Falcon (KTM); 3. Casey Mello (HM).
- 50 OPEN: 1. Colton Manwill (KTM); 2. Zachary Fussell (Cob); 3. Casey Mello (HM).
- 60 F/T: 1. David Brown (Kaw); 2. Jesse James Brewer (Kaw).
- 60 BEG: 1. Dana Dreyer (Kaw); 2. Terren O'Dell (Kaw); 3. Anthony Rondon (Kaw); 4. Curtis McLellan (Kaw); 5. Drake Plageman (KTM).
- 60 NOV: 1. Donnie Kearney (KTM); 2. Chapman Fiene (Kaw); 3. Blade Harby (Kaw).
- 60 INT: 1. B.J. Bohrer (KTM); 2. Danny Gonzalez (Kaw).
- 60 OPEN: 1. Donnie Kearney (KTM); 2. Chapman Fiene (Kaw); 3. Terren O'Dell (Kaw); 4. Chris McLellan (Kaw); 5. Dusty Walters (Yam).
- 80 F/T: 1. Brandon Salas (Suz); 2. Spenser Wernli (Yam); 3. Jeremy Matthews (Hon); 4. Matt Ortega (Hon); 5. Ryan Sanine (Yam).
- 80 BEG: 1. Bart Manwill (Yam); 2. Phillip Aube (Kaw); 3. Joey Dobson (Kaw); 4. B.J. Bohrer (Yam); 5. Nathan Stronh (Hon).
- 80 NOV: 1. Justin Noble (Kaw); 2. Andrew Petrie (Kaw); 3. Aaron Breid (Yam); 4. Bobby Romero (Kaw); 5. Brett Rothas (Kaw).
- 80 INT: 1. Kevin Breid (Yam); 2. Brent Line (Yam).
- 80 EX: 1. Scott Simon (Yam); 2. Zac Wray (Yam); 3. Cale Wallace (Yam).
- S/MINI: 1. Cale Wallace (Yam); 2. Scott Simon (Yam); 3. Kevin Breid (Yam); 4. Zac Wray (Yam); 5. Bobby Romero (Kaw).
- 125 BEG: 1. Bryan Blagg (Suz); 2. Aubriana Dunn (Yam); 3. Bruce Prochnavy (Hon); 4. Ryan Campbell (Yam); 5. Phil Schafer (Yam).
- 125 NOV: 1. Blake Tirman (Yam); 2. Gabriel Obeso (Yam); 3. Matt Prochnavy (Hon); 4. Donnie Weber (Kaw); 5. Jeff Vaughn (Kaw).
- 125 INT: 1. Billy Laninovich (Yam); 2. Brandon Prochnavy (Hon); 3. Tim Weigand (Yam); 4. Josh Tupa (Yam); 5. Erik Meyer (Yam).
- 125 PRO: 1. Billy Payne (Kaw); 2. Christopher Gosselaar (Hon); 3. Michael Young (Yam); 4. Jeremy Chaussee (Kaw); 5. Dusty Walters (Yam).
- 250 BEG: 1. Frank Boucher (Hon); 2. David Boyse (Yam); 3. Travis Broch (Yam); 4. Eric Larson (Hon).
- 250 NOV: 1. Jason Larson (Kaw); 2. Andy Bakken (Yam); 3. Alvino Garcia (Yam); 4. Kirk Vasquez (Yam); 5. Kirk Chandler (Hon).
- 250 INT: 1. David Fox (Yam); 2. Kyle Locke (Yam).
- 25+ NOV: 1. Tim Konkol (Yam).
- 25+ INT: 1. David Bagwell (Suz); 2. Todd Flaming (Yam); 3. Bret Milan (Yam); 4. Chris Turner (Kaw).
- 30+ NOV: 1. David Fontes (Suz); 2. Milton Mize (Kaw); 3. Tim Konkol (Yam); 4. Gary Thompson (Yam); 5. Alex Teno (Yam).
- 30+ INT: 1. David Bagwell (Suz); 2. Doug Frankos (Hon).
- 35+ NOV: 1. Wayne Brewster (Suz); 2. Jeff Cardone (Hon).
- 40+ NOV: 1. Henry Kalisiak (Yam); 2. Brad Sloan (Yam); 3. Robert Leonard (Yam).
- 40+ EX: 1. David Fontes (Suz); 2. Doug Frankos (Hon); 3. Bob Shimp (Yam); 4. Dave Shelton (Yam); 5. Rob Wilshire (Yam).



around Hines, who took a one-sided 7.24-to-7.38 victory in the semis.

With Seeling on the sidelines, Schultz had little trouble reaching his fourth final round of the season. The sport's most successful two-wheel racer, who has turned in some of the best performances of his career in Reading, put in the best run of his career in qualifying, with a 7.26. Schultz maintained a steady pace on race day with a 7.27 win over Brian Ayers in round one, a 7.31 against Gary Tonglet in the second, and a 7.31 opposite Mullen in the semis. Even if Seeling had made it to the semis,

(Left) Dave Schultz (near lane) put up a strong fight in the final round, but Matt Hines (far lane) was simply too strong, as he took his third win of 1999 and moved into the lead in the championship chase with a 7.25-to-7.29 victory at the True Value Keystone Nationals.

(Below) Two weeks after winning NHRA's biggest event, the U.S. Nationals in Indianapolis, the Vance & Hines Eagle One team was back in the winner's circle.

Never say never

By Kevin McKenna

READING, PA, SEPT. 16-19

He made it look so easy you'd almost swear he planned it this way.

Matt Hines, who trailed Team Winston's Angelle Seeling in the NHRA Pro Stock Bike points standings for the first 10 races of the 1999 season, reclaimed the lead in one fell swoop with a dominating performance at the True Value Keystone Nationals in Reading, Pennsylvania.

Hines, who was once so far behind Seeling that he admittedly gave up hope of defending his title, eradicated Seeling's 77-point lead in the standings by setting the new NHRA elapsed-time record with a 7.188 and winning his third race of the season. After his recent win at NHRA's biggest event, the U.S. Nationals in Indianapolis, and Seeling's early departure in Reading, Hines now leads the points chase by just four points, with three events remaining.

With 20 points available to any professional competitor who can set an NHRA elapsed-time record, Hines knew that the record was as valuable as a round win, and he was determined to get it in Reading.

"We wanted to come in here with the fastest bike and set the record, and then try to go a round or two further than Angelle," Hines said shortly after beating Dave Schultz's Sunoco Suzuki in the final round. "We accomplished all those goals this weekend. We did everything that we wanted to do, and more. All year, I've been saying that I was going to set the record here, because I knew this track

was fast, and as long as the weather cooperated, we had the power to do it."

Early in qualifying, Hines matched Seeling's existing elapsed-time record with a 7.212-second run, but his next attempt to better the mark was unsuccessful, as his Vance & Hines Eagle One Suzuki rolled out of the starting-line timing beams, slowing his performance considerably.

"That would have been a killer run," Hines said, "maybe even as quick as a 7.15 or 7.16, but I rolled the beams. The only good thing was that it told us we had enough power to set the record later in the race."

Hines didn't disappoint in the fourth and final qualifying run of the weekend, as he became the first Pro Stock Bike rider to post a sub-7.2-second time, with a 7.188, securing the record. With the national record and the 20-point bonus safely in the bank, Hines rolled through the quick 16-bike field on Sunday with relative ease.

He powered past the surprising Wells Cargo Kawasaki ZX-7 of 19-year-old Blaine Hale in round one with a 7.26, and posted the quickest pass of eliminations in the second with a 7.22 to defeat Craig Treble, the recent winner of the Brainerd event, who slowed to a 7.37. In that same round, Hines began to make his move in the points race, after Seeling red-lighted against Tony Mullen's Team 23 Suzuki.

"That was the exact same thing that happened to me earlier this year in Dallas," Seeling said, referring to her foul in the final of the Castrol Nationals in April. "I said after Dallas that I would

never do that again, and then I went and did it again. It was just a situation where I was trying to push the light. (Team owner George Bryce) made a couple of adjustments to the bike, and I wanted to push the light as much as possible.

"The Winston championship is still up for grabs at this point. I look at it like we're starting over. It's the beginning of the season again, and we're going back to work. We've got to concentrate on winning rounds, and we can still win this thing."

After her defeat, Seeling engaged in a battle of words with fellow Pro Stock Bike rider Steve Johnson. Following his second-round win over John Smith, Johnson was quoted in an interview as saying that he was glad Seeling had lost because, in his words, "We are all embarrassed that a girl is leading the points."

Already frustrated by the loss, an enraged Seeling wasted no time in responding, issuing a press release that stated her position.

"I heard the Steve Johnson said that it was embarrassing for a girl to be leading the points," Seeling said. "And this is from the president of (NHRA Pro Stock Bike riders organization) Pro2. Well, I've got news for Steve. This thing isn't over by any means. I don't have to worry about Steve Johnson, because he isn't even in the points."

For once, Johnson allowed his actions to speak for him, as he advanced to the semifinals for the third time this season. After qualifying his Ward Performance Suzuki in the fifth spot with a career-best 7.31, Johnson downed Fred Camarena and Smith, but couldn't get

Schultz believed he had the performance to outrun her.

"Right now, I believe I can run as quick as Angelle," said Schultz, who began to regain his championship form after leasing an engine from Byron Hines' Freedom Motorsports team in June. "I'm already quicker than she is in the second half of the track. I just need to get quicker in the first 60 feet."

Schultz admitted that he didn't have much for Hines in Reading, and the final-round numbers, 7.25 for Hines to a 7.29 for the Sunoco rider, prove him right.

"I couldn't catch Matt today," Schultz said. "We were pretty conservative all weekend, but we decided to get after it in the final because we had nothing to lose. I changed gears, the clutch, the fuel curve, and even the balance of the bike, but it wasn't enough."

Now that he has qualified on the pole at the last seven races, and won the last two convincingly, Hines believes he can extend his points lead and win his third straight championship, but he knows the battle is far from over.

"We want to set the record a couple more times this year, because a four-point lead isn't a whole lot," Hines said. "I got so far behind Angelle at midseason that I started to think it was over, but any time you have the fastest bike, it helps your confidence. If I can hold on and win the championship, that would be incredible."

CN



Maple Grove Raceway
Reading, Pennsylvania
Results: September 16-19, 1999 (Round 11)

PRO STOCK FINAL: 1. Matt Hines (Suz) 7.25, 188.71; 2. Dave Schultz (Suz) 7.29, 183.03.



(Right) Michigan rider Kelly Smith dominated both motos of the second round of the AMA Eastern Four-Stroke Nationals, held at Birch Creek Motorsports Park in Danville, Virginia. (Above) Despite riding injured, Kevin Walker's steady rides garnered him second overall.



Smith white-hot at Birch Creek

By Jay Hauser

DANVILLE, VA, SEPT. 19

KTM's Kelly Smith came to Birch Creek with one goal in mind: an utter sweep of round two of the AMA Eastern Four-Stroke National Series. Smith lived up to his own expectations. Backed by Sunstar, WP Suspension, Shell, Tsubaki, Michelin, Flex Band, K-Style and the KTM factory, Smith rode his potent new KTM 520 to two flawless moto wins to capture the overall victory and add to his series points lead.

The only time Smith was even pressured was in the first moto, when Team Moto Planet/FMF/Boyesen-backed Robbie Horton turned the wick up late in the moto and cut Smith's then-17-second lead down to about five seconds by the fall of the flag.

Local favorites Kevin Walker and Jim Neese were both on hand, but Walker was riding injured and could only manage to hover near Smith's pace as he backed up his first-moto third-place ride with a second-place performance in moto two, about six seconds behind Smith. Neese, on the other hand, found himself having to fight his way through traffic in moto one and was held back to a fourth-place finish, but he was able to pick it up a notch in moto two and run to a third-place showing.

Pennsylvania's David Kratz showed up with his Husqvarna/Rossini Racing Products-backed Husky and found himself battling with Texan Todd Downs. In the end, Kratz just edged out Downs for the fifth-overall position.

In moto one, David Kratz blasted his Montgomeryville Cycles/Boyesen-backed Husqvarna to the front of the field to lead a healthy and determined class of fire-breathing four-strokes around the perfectly groomed Birch Creek circuit. Heavy favorite Walker put his Crossroad Cycles/Duncan Racing-prepared YZ400F right on Kratz's rear fender, while Michigan's Smith slipped out a little wide in turn one and pulled back into the fray in third - which was as far back as Smith would go throughout the day. Smith had no time to play around, because Horton - who is contesting the Four-Stroke Nationals this year and is blazing fast on the big-bore - was tucked in close on Smith's tail. Triad Powersports' Yamaha-mounted Neese was also already putting pressure on Horton.

As the field worked its way around the long, winding circuit, Smith worked his KTM past Walker and Kratz before the first lap was over, and for all intents and purposes, he was gone. Kratz made a strong effort to keep Horton and Walker at bay, but it was just a matter of time before the pair worked past.

Horton was obviously hungry to catch up to Smith, but Smith had built an unbelievable lead in just a few laps, so once Horton was past Walker, he kicked in the afterburners in an effort to catch the leader - but Horton was short on time.

When Smith passed under the checkered flag, Horton was just a scant five seconds behind, crossing over the line in second after putting in one heck of a ride. Walker managed to keep third, while Neese came in fourth. Series contender Todd Downs from Corpus Christi, Texas, was making due with a borrowed bike after his YZ400F busted a rod through the bottom of the engine during Saturday's Amateur program, and he was obviously underpowered compared to the rest of the field, though he was able to pilot his fill-in YZ to a very impressive fifth place.

With the exception of the start, when Walker nailed down one of his patented holeshots, the second moto was an all-Smith affair. Smith took over the lead before the pack had ridden a full lap, and that was all she wrote. Walker stayed close to Smith, but it was all he could do to keep his battered body at race speed, and he eventually gave up about six or seven seconds to Smith by moto's end. Neese, on the other hand, had gated quite a bit better in moto two,

and he kept the pressure on Walker for the entire moto but could just never seem to pick a good spot to pass and make it stick. Neese settled for third and made the podium.

Horton was the biggest surprise in moto two; he just did not find his groove, and he rode around in fourth for most of the moto at a very un-Horton-like pace. Kratz was not going to pass up a chance to make good after slipping in moto one, and he came up and put a pass on Horton to take fourth at the checkered flag. Kratz's strong second-moto ride was just what he needed to knock Downs out of the top five overall on the day and pick up a little more cash. Downs slipped back to an eighth-place ride in moto two but still nabbed sixth overall, over Bill Finch and local ace Alan Alford.

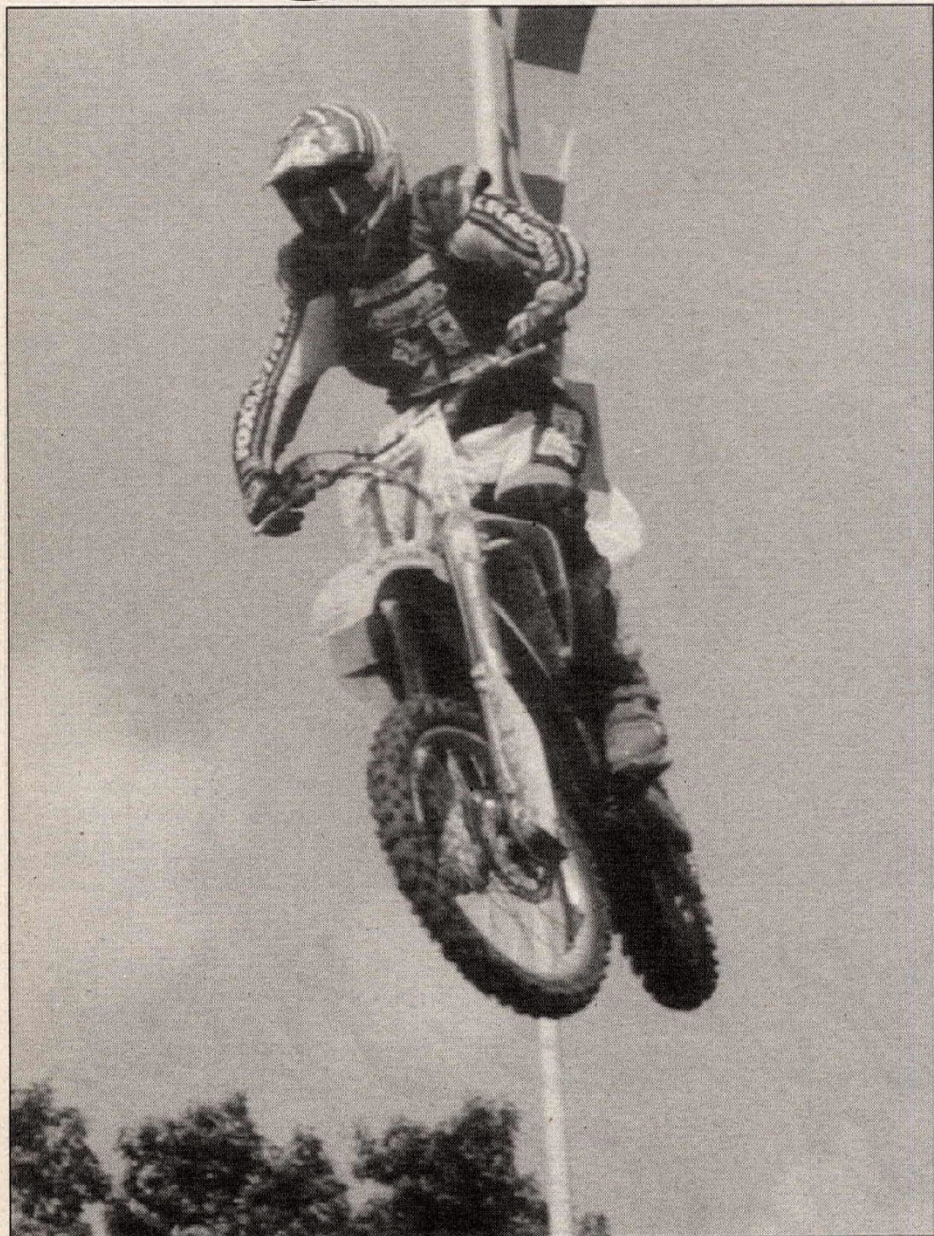
Birch Creek MX
Danville, Virginia
Results: September 19, 1999 (Round 2)

MOTO 1: 1. Kelly Smith (KTM); 2. Robbie Horton (Yam); 3. Kevin Walker (Yam); 4. Jim Neese (Yam); 5. Todd Downs (Yam); 6. David Kratz (Hus); 7. Alan Alford (Yam); 8. Bill Finch (Yam); 9. Ricky Joyce (Hbg); 10. Barry Nelson (Yam).

MOTO 2: 1. Kelly Smith (KTM); 2. Kevin Walker (Yam); 3. Jim Neese (Yam); 4. David Kratz (Hus); 5. Robbie Horton (Yam); 6. Bill Finch (Yam); 7. Alan Alford (Yam); 8. Todd Downs (Yam); 9. Ricky Joyce (Hbg); 10. Donnie Foster (Yam).

O/A: 1. Kelly Smith (KTM); 2. Kevin Walker (Yam); 3. Jim Neese (Yam); 4. Robbie Horton (Yam); 5. David Kratz (Hus); 6. Todd Downs (Yam); 7. Bill Finch (Yam); 8. Alan Alford (Yam); 9. Ricky Joyce (Hbg); 10. Donnie Foster (Yam).

Reynard rips it up



By Kat Spann and The Beckster
Photo by Connie Johnson

TYLER, TX, SEPT. 26

American Suzuki's Robbie Reynard ripped it up at the fifth annual Pro Challenge, presented by Tommy's Cycle Supply and Bridgestone at Swan Cycle Park in East Texas, and sponsored by North Texas Yamaha, Superfast Fuels, Honda of Houston, and Plano Honda. The Oklahoman enjoyed the biggest bulk of the \$20,000 Pro booty, beating out returning champion Mike Brown from Tennessee, who joined Reynard on the podium in all four 125 and 250cc motos with three second-place finishes and one third-place finish. The only rider to oust Brown out of a fourth second-place finish was Brad Woolsey of Burleson, Texas, who finished second in the final 250cc Pro moto.

The first 125cc moto kicked off at high noon with 16-year-old rookie Chase Reed leading the 34-rider gate down the start, tripling his way into the gnarly whoop section out of turn three.

"I actually thought everyone else was tripling through this section, as I saw them do it in practice," said Reed. "I didn't want anyone else to get the edge on me through that section, so I just put it in my mind that I was going to do it, and I was able to keep doing it consistently."

Motorcycle Sales/Caterpillar Motors/Axo-backed Brown gated second, with

Robbie Reynard was unbeatable at the fifth annual Pro Challenge in Tyler, Texas, riding to victory in both the 125 and 250cc races to take home the lion's share of the winnings.

Travis Elliott and Reynard Modifications-backed Reynard in full pursuit. It took two laps for Reynard to hunt down Reed.

"I was a little slow coming out of the gate," said Reynard. "I think my bike is the best out there. I gotta hand it to my dad, as he stayed up all night working on it. I horsepower Brownie (Mike Brown) down the straightaway and then, when Chase bobbled in the next section and switched across the track, I had a good drive and went right around him."

Brown followed Reynard's lead and got around Reed for second, but Reynard was gone.

"The lap before Robbie passed me, I came up a little bit short on a jump and caught neutral coming up to the face, and it knocked all the wind out of me," said Reed. "It sent an enormous pain into my throat and chest and almost made me want to pull over and quit, but I hung in there. Mike and Robbie are just tremendous riders, and I've got a while before I can be up there with them... but I will be someday."

Reed absconded with the holeshot in the second 125cc moto as well. This

time, Reynard and Ivan Tedesco were in the hunt. Reed led the way once again through the whoops into the first wooded downhill section, but when they emerged, Reed was back in fourth and Reynard was in the lead.

"Robbie caught me in the corner at the bottom of the first downhill," said Reed. "I was on the very outside and he hit me coming into the turn. I went off the track, which allowed them (Reynard, Brown and Tedesco) to get around me."

Reed charged after the front three, reeling in Tedesco two laps later, but then he had another setback.

"I got up to Ivan and passed him, but then I stalled my bike in the next lap and after that I just started making mistakes," Reed admitted. "These guys are way more experienced than me and know how to ride in the more heated battles. I thought I could hold up under the pressure, but I just kind of folded in that last moto."

Tedesco went down in the big bowl sweeper at the bottom of jump eight.

"I got a third-place start and then went into second when Reed went off the track," said Tedesco. "Then Brown got by me and I made a mistake and Reed passed me. After I passed Reed back, Paul Currie caught me and knocked me down. When I had just got back up, Derek Gerdes hit me and I went down again. After that, I just rode to have fun, as they were long gone."

In the first 250cc Pro moto, 37-year-old Guy Cooper put his KTM in front of Reynard, Grayson Goodman and Brown. Reynard caught Cooper in short order, with Brown tagging up with Goodman before the whoops for third.

"I was on a 300MXC, which is a cross country bike, but it's got a lot of power," said Cooper. "I was doing everything I could to keep Robbie behind me, but he is really calculated and smart, and he got me on the inside. Then Brown got by me."

With Reynard out front, Brown held down second in peace, with Cooper holding on to third for all but the final three laps of the race.

Keith Johnson passed several riders after a less-than-stellar start, finishing the first lap in sixth. He passed Travis Hodges on lap three for fifth. It took another two laps before Johnson could power by Goodman for fourth. Then Johnson played cat-and-mouse with Cooper for five laps.

"I didn't get the jump out of the gate I wanted," said Keith Johnson. "Goodman was on the inside of me and he came out and slid into me, so I had no place to go... Then I got behind Guy and he started messing with me... I don't remember where I made my final pass on him; I was just happy to get by him! Guy's just good, and he's smart."

North Texas Yamaha's Mark Thompson blew the doors off the second 250cc start, taking a sweet holeshot, with Donovan Mitchell at his back door and Reynard nowhere in sight.

"I didn't get the start quite as good as I have in my other motos," said Reynard, "and I had to work my way up."

In the meantime, Mitchell made the pass on Thompson for the lead. Brown was bulldozing his way toward the front, but just before the end of the first lap, he went down.

"I got an okay start and came around

to the finish-line turn and slid out," said Brown. "I slacked off a bit but got back up in the pack."

Brown remounted out of the top 10 and charged his way into fifth by the start of lap three.

Reynard passed Mitchell on lap two and put it on cruise control shortly after that when Mitchell fell in the left-hander after jump three going up into the wooded switchbacks. Mitchell remounted in ninth but immediately got back into the race.

Brad Woolsey moved into second when Mitchell went down, and remained there to the finish.

"I kinda got pushed out off the start," said Woolsey. "But the way this track is, you can't tell until you get out on the course what position you are really in. I thought I picked out some good lines in the hot lap and used them, and then, when a couple of guys went down, they gave their spots (away). After that, I started to pace myself. I felt really good. I missed practice this morning when my crank seal went out, so I had to learn the track in the first moto."

CN

Swan Cycle Park
Tyler, Texas

Results: September 26, 1999

125 MOTO 1: Robbie Reynard (Suz); 2. Mike Brown (Hon); 3. Chase Reed (Yam); 4. Paul Currie (Suz); 5. Travis Elliott (Hon); 6. Isaiah Johnson (Yam); 7. Charley Bogard (Suz); 8. Beau Boynton (Yam); 9. Ivan Tedesco (Hon); 10. Erick Vallejo (Kaw); 11. Kevin Johnson (Yam); 12. Ryan Clark (Kaw); 13. Derek Gerdes (Hon); 14. Mark Thompson (Yam); 15. Donovan Mitchell (Yam); 16. Nathan Hale (Yam); 17. Scott Carter (Yam); 18. Andrew Short (Kaw); 19. Ronnie Clark (Yam); 20. Dax Kastrin (Kaw); 21. Dwain Carter (Yam); 22. Chris Craft (Yam); 23. Robby McQuarry (Yam); 24. Kyle Williams (Kaw); 25. Shay Manney (Yam).

125 MOTO 2: 1. Robbie Reynard (Suz); 2. Mike Brown (Hon); 3. Paul Currie (Suz); 4. Johnny Marley (Yam); 5. Chase Reed (Yam); 6. Keith Johnson (Yam); 7. Erick Vallejo (Kaw); 8. Ryan Clark (Kaw); 9. Kevin Johnson (Yam); 10. Andrew Short (Kaw); 11. Travis Elliott (Hon); 12. Derek Gerdes (Hon); 13. Nathan Hale (Yam); 14. Isaiah Johnson (Yam); 15. Dax Kastrin (Kaw); 16. Kyle Williams (Kaw); 17. Ronnie Clark (Yam); 18. Chris Craft (Yam); 19. Beau Boynton (Yam); 20. Brian Edwards (Kaw); 21. Robby McQuarry (Yam); 22. John Adam (Suz); 23. Charley Bogard (Suz); 24. Ivan Tedesco (Hon); 25. Shay Manney (Yam).

125 O/A: 1. Robbie Reynard (Suz); 2. Mike Brown (Hon); 3. Paul Currie (Suz); 4. Chase Reed (Yam); 5. Travis Elliott (Hon); 6. Erick Vallejo (Kaw); 7. Ryan Clark (Kaw); 8. Kevin Johnson (Yam); 9. Isaiah Johnson (Yam); 10. Derek Gerdes (Hon); 11. Beau Boynton (Yam); 12. Andrew Short (Kaw); 13. Nathan Hale (Yam); 14. Charley Bogard (Suz); 15. Ivan Tedesco (Hon); 16. Dax Kastrin (Kaw); 17. Ronnie Clark (Yam); 18. Johnny Marley (Yam); 19. Kyle Williams (Kaw); 20. Chris Craft (Yam); 21. Robby McQuarry (Yam); 22. John Adam (Suz); 23. Shay Manney (Yam); 24. Kevin Vines (Suz); 25. Allen Campbell (Suz).

250 MOTO 1: 1. Robbie Reynard (Suz); 2. Mike Brown (Hon); 3. Keith Johnson (Yam); 4. Andrew Short (Kaw); 5. Guy Cooper (KTM); 6. Donovan Mitchell (Yam); 7. Brad Woolsey (Hon); 8. Scott Carter (Kaw); 9. Pedro Gonzalez (Kaw); 10. Grayson Goodman (Hon); 11. Ryan Clark (Kaw); 12. Johnny Marley (Yam); 13. Mark Thompson (Yam); 14. Dax Kastrin (Kaw); 15. Derek Gerdes (Hon); 16. Dean Lane (KTM); 17. Bryan Picciorelli (Hon); 18. Lee Theis (Kaw); 19. Michael Peacock (Hon); 20. James Skinner (Hon); 21. Dwain Carter (Yam); 22. Chris Schellenberger (Hon); 23. Nicholas Burgess (Yam); 24. Michael Clement (Hon); 25. John Adam (Suz).

250 MOTO 2: 1. Robbie Reynard (Suz); 2. Brad Woolsey (Hon); 3. Mike Brown (Hon); 4. Pedro Gonzalez (Kaw); 5. Keith Johnson (Yam); 6. Donovan Mitchell (Yam); 7. Scott Carter (Kaw); 8. Kevin Johnson (Yam); 9. Travis Hodges (Kaw); 10. Grayson Goodman (Hon); 11. Ryan Clark (Kaw); 12. Mark Thompson (Yam); 13. Bryan Picciorelli (Hon); 14. Andrew Short (Kaw); 15. Dax Kastrin (Kaw); 16. Lee Theis (Kaw); 17. Dwain Carter (Yam); 18. Michael Peacock (Hon); 19. Michael Clement (Hon); 20. Dean Lane (KTM); 21. Chris Schellenberger (Hon); 22. Walter Bartram (Hon); 23. James Skinner (Hon); 24. Mike Boliver (Kaw); 25. Scotty Rice (Kaw).

250 O/A: 1. Robbie Reynard (Suz); 2. Mike Brown (Hon); 3. Keith Johnson (Yam); 4. Brad Woolsey (Hon); 5. Donovan Mitchell (Yam); 6. Pedro Gonzalez (Kaw); 7. Scott Carter (Kaw); 8. Andrew Short (Kaw); 9. Grayson Goodman (Hon); 10. Ryan Clark (Kaw); 11. Mark Thompson (Yam); 12. Dax Kastrin (Kaw); 13. Bryan Picciorelli (Hon); 14. Lee Theis (Kaw); 15. Dean Lane (KTM); 16. Michael Peacock (Hon); 17. Dwain Carter (Yam); 18. Johnny Marley (Yam); 20. Chris Schellenberger (Hon); 21. James Skinner (Hon); 22. Walter Bartram (Hon); 23. Nicholas Burgess (Yam); 24. Scotty Rice (Kaw); 25. Mike Boliver (Kaw).

Wey 2 go!

By Larry Witmer

BUCHANAN, MI, SEPT. 26

At the Red Bud Track and Trail round of the Fall Classic Series, sponsored by Ballzee Aggressive Wear and Husqvarna, Nick Wey roosted the 41-rider field of the 125cc Pro Am division, winning both motos. Wey also won the 250cc Pro Am division, going 1-3. The event was combined with the amateur classes, making for a total of 650 riders.

Kelly Smith took the first Four-Stroke moto holeshot, with Jim Neese second, Brad Jerominski third, Matt Crown fourth, and Jay Wagner fifth. Smith wowed the crowd by doing LaRocco's Leap. With the gusty winds, it was a tricky maneuver, which would affect the outcome of the this moto for Smith. At the end of the first lap, Smith had a 15-bike lead over Neese, Jerominski was under attack by Jay Wagner, who was now fourth, and Crown and Nate Eslinger were fighting for fifth. Mark Burkhardt was in 10th.

Burkhardt broke into the top six by lap four. Jerominski was being hounded by Wagner, Crown, Burkhardt and Richard Watson. Burkhardt sliced his way past Crown in the Valley. Wagner and Jerominski were swapping places, but Burkhardt used their spat as an opportunity to zap two at the same time, moving up two positions.

Just past halfway, Smith came up short on the 120-foot LaRocco's Leap, knocking off his carb upon impact. A shocked but energized Neese roosted by the silent KTM for the lead. Smith tried to reboot the carb, but in vain.

Burkhardt got by a tiring Jerominski for second.

At the checkers, it was Neese, with Burkhardt never giving up and taking second. Wagner got by Jerominski in the closing stages for third.

Smith took the second-moto holeshot, overpowering the Yamaha of Wagner going into the second corner. Burkhardt gated much better in third, with Neese fourth. Wagner made an error in the switchbacks, almost losing the front end of the thumper, and giving up two positions to Burkhardt and Neese. The front-running trio ran in that order for the remainder of the moto. Wagner, in fourth, held Charlie Dagner, Crown, Jerominski, Watson and Todd Downs at bay.

Smith took the checkers with a nice clicker over the new finish-line tabletop jump. Burkhardt and Neese cruised in for second and third. Watson and Downs dived to the checkers, with Watson taking fourth. Downs rounded out the top five.

Third overall went to Wagner. Neese took second overall, and Burkhardt took the Four-Stroke crown.

In the first 125cc A Pro Sport moto, Burkhardt ripped around the first corner, but Matt Maximoff pinned it the longest into the right-hand sand-bermed corner, taking over the holeshot honors, with John Grewe third, Smith fourth and Wey fifth.

Maximoff continued to set the fast pace, with Smith working up to second and Wey in third. Grewe, the elder statesman, fell victim to the young

chargers and was now under fire from Joshua Woods for fourth. Woods overpowered Grewe coming up the rough Monza wall.

Ben Riddle kept up his charge to the front and was in seventh just before halfway. Maximoff lost steam, surrendering the lead without a battle to Smith going off the big Ski Jump. Wey followed suit on the same lap, zapping Maximoff in the Classic Trailers Valley Jumps.

Wey hounded Smith, and when the white flag came out he put his Split-Fire/Pro Circuit/Maxima/1-800 COLLECT KX into the lead with an aggressive inside-line pass coming toward the Valley Triple. There was nothing Smith could do except chop the throttle and let Wey have the line. Smith tried to take the inside line but Wey closed the door and held the lead to the finish. Smith was second. Maximoff was 20 seconds back in third, with Woods on his rear fender for fourth. Grewe came in fifth.

The second-moto holeshot went to Maximoff, with Wey, Grewe, Tom Hoffmaster and Smith giving chase. Smith went at Hoffmaster in the sand switch-back corner, taking over fourth. Smith then passed Grewe. At the end of the first lap, Maximoff was holding off Wey for the lead, Smith was in third, Grewe was fourth, and Woods had passed Hoffmaster. Dave Oettel, John Penrod, Tom Barron and Jason McDonald rounded out the top 10.

Wey pounced on Maximoff for the lead at the completion of the second lap. But Maximoff came right back, taking back the lead over the finish line with a harder drive from the outside berm. Wey retook the lead in the starting-line left-hand berm, shutting off Maximoff's line and drive exiting the corner, and then proceeded to check out.

Maximoff now had to fend off Smith and Woods, the trio coming through the finish line at halfway side by side and laying it out. Smith and Woods sent Maximoff back to fourth. Woods set up Smith in the Valley Triples by doing the full leap, while Smith went double/single. This gave Woods the inside line and the drive for the Classic Trailers Double Pipe Jumps, and he overpowered the KTM rider for second.

Wey came in for the win, with Woods second. Smith was third. Maximoff was fourth, and Hoffmaster salvaged fifth.

In the 250cc Pro Sport class, Ben Riddle ripped the holeshot. Wey was second, with Neese third. Woods and Jeff Gibson, both on Team Green support rides, were fourth and fifth. Riddle pushed his KX to the limits throughout the opening stages of the moto, riding with great speed and timing.

By the third lap, Wey had had enough of Riddle's roost, and he cut the inside-line berm on the approach of LaRocco's Leap, cutting off Riddle's out-



(Above) Nicholas Wey (23) won both the 125 and 250cc divisions at the Red Bud round of the Fall Classic Series. (Left) Kelly Smith (2) took the holeshot in the first Four-Stroke moto, but a DNF relegated him to 10th overall. Mark Burkhardt took the class win.



side line that he needed to make the big jump. At the halfway mark of the 20-minute moto, Wey was out in front and cruising with a three-second advantage, with Riddle continuing to set a fast pace in second. Neese was being pressured by Woods, with great racing action for fifth between Gibson, Hoffmaster, Watson, Downs and McDonald. Woods outpowered Neese coming out of the LaRocco corner and heading for the dropaway downhill section. The finishing order at the checkers for the opening moto was Wey; Riddle, Woods and Neese. Gibson held true for fifth.

In the second moto, Riddle again had the quickest throttle around the first corner, with Gibson, John Kidd, Oettel and Woods on his heels. Riddle's lead was short-lived, as his Kawasaki's front end washed out in the switchback section. Riddle remounted well outside the top 15, which gave the lead to Gibson for the first time on the weekend. Woods got by Oettel, making the running order after the first lap Gibson, Woods, Oettel, Neese, Kidd and Hoffmaster. Wey was still working his way through the pack after a terrible start and was already up to seventh.

Woods was working on Gibson for the lead when his front end washed out in the freshly watered corner preceding the Classic Trailers Double Double Pipe Jumps.

Riddle was still charging, and by

halfway he was up to sixth. Gibson seemed to lose his rhythm, surrendering the lead and fading back to an eventual sixth by moto's end. Oettel took over the lead and never looked back.

With two laps remaining, Oettel was out front with a four-second lead over Neese. Wey moved past Hoffmaster for third. Woods and Riddle made their way past Hoffmaster. Oettel cruised in for the win.

Neese quietly cruised in for second, good for the runner-up position.

Nick Wey charged in for third, and took the overall with a 1-3 moto tally.

"I got knocked around on the second-moto start," Wey said. "I just never felt comfortable in that moto, so I never pushed it as hard as I could have. Thanks to my mom and dad for their help and support in my career." **CN**

Red Bud Track and Trail
Buchanan, Michigan
Results: September 26, 1999 (Round 3)

4-STRK: 1. Mark Burkhardt (Yam); 2. Jim Neese (Yam); 3. Jay Wagner (Yam); 4. Todd Downs (Yam); 5. Richard Watson (Yam); 6. Brad Jerominski (Yam); 7. Matt Crown (Yam); 8. Charlie Dagner (Yam); 9. Nate Eslinger (Yam); 10. Kelly Smith (KTM).

125 A PRO SPT: 1. Nick Wey (Kaw); 2. Kelly Smith (KTM); 3. Joshua Woods (Kaw); 4. Matt Maximoff (Kaw); 5. John Penrod (Kaw); 6. Nathan Miller (Hon); 7. Tom Hoffmaster (Suz); 8. Chad Sanner (Yam); 9. Jason McDonald (Suz); 10. Tom Barron (Kaw).

250 PRO SPT: 1. Nick Wey (Kaw); 2. Jim Neese (Yam); 3. Ben Riddle (Kaw); 4. Joshua Woods (Kaw); 5. David Oettel (Suz); 6. Jeff Gibson (Kaw); 7. Tom Hoffmaster (Suz); 8. Richard Watson (Suz); 9. Mark Burkhardt (Yam); 10. Don Baker (Hon).

GFI Racing Fall Series North
Round 2: Oatfield Raceway

Stormin' Norman blows 'em away

By Jim & Valerie Enos

TURLOCK, CA, SEPT. 19

Randy Norman stormed to the wins in both the 125 and 250cc Intermediate classes at round two of the 1999 GFI Racing Fall Series, held at Oatfield Raceway. More than 350 riders were greeted by a freshly redesigned, slightly less technical track.

In the first 125cc Intermediate moto, Honda rider Turbo Reif grabbed the holeshot ahead of the 17-rider field, but Yamaha rider Steve Mertens and recent Loretta Lynn's Amateur National Champion Ryan Morais made their way by and opened up a sizable gap up front, relegating Reif to third. NCY/Axo/FMF/Wiseco rider Norman was near the back of the pack.

The lead duo battled briefly and then Morais made his move, outjumping Mertens over the 65-foot tabletop to take the lead. However, on the third lap, Morais made an uncharacteristic mistake, going down on the far right-hand turn.

"It was pretty rough in that turn and my front end just washed out," Morais said.

Mertens took over the lead, with Reif tagging along. Morais remounted in third. KTM-mounted Billy Jurevich and Yamaha rider Mike Anderson gave chase in fourth and fifth.

Norman was busy making his way up through the pack, and by the fourth lap he was seventh.

Up front, Mertens went down in a tight right-hander. Morais, having already passed Reif, capitalized on the mistake, and he passed Mertens for the lead and the eventual win. Reif came up short on a triple and was sent tumbling; the fall loosened his carburetor, putting an end to his first moto.

As the checkers waved, Morais took the win, followed by Mertens. Norman earned a respectable third, followed by Anderson and Kurt Long.

Norman grabbed the holeshot in the second moto, but Morais quickly took over with a pass on the downhill section. Mertens also made his way around Norman for second, but Norman repassed Mertens on the back straightaway. Reif trailed in fourth, followed by Jurevich. The order remained unchanged until the last lap, when Morais, who seldom falls, again lost the front end in the same rough right-hander. Mertens made the pass, but Morais was up very quickly. The race for the checkers and the overall came down to the wire. As the duo came into the last left turn before the finish-line jump, they collided. Although neither rider went down, the impact sent both riders off the track, and as they crossed the finish line side by side, they were not actually on the track. Apparently unaware of this fact, neither rider turned back around to cross the finish line.

Meanwhile, Norman crossed the fin-

Randy Norman (167) stormed ahead of Ryan Morais (16), Steve Mertens (31) and the rest of the 125cc Intermediate class at the second round of the GFI Fall Series North at Oatfield Raceway in Turlock, California. Norman took the overall wins in both the 125 and 250cc Intermediate classes.

ish line in what he thought was third, followed by Reif and Jurevich.

The final decision was that Mertens and Morais would be docked one position each, giving Norman the win, Mertens second and Morais third. The end result was a three-way tie, but Norman got the overall after being awarded the crucial second-moto win.

"I was coming up the straightaway, and out of the corner of my eye I caught what happened between Mertens and Morais at the finish line," said a stunned but happy Norman. "I didn't think anything of it until someone told me what the final decision was, and then I realized I had gotten the overall."

"I kind of rode across the outer edge of the finish line jump and thought it was good enough," said Morais. "Anyway, I want to dedicate this weekend of racing to Freddy Welchers. (Welchers, a local Pro, was tragically killed recently in a bicycle accident.) He was a good friend."

The 250cc Intermediate class got under way with Reif leading the way ahead of Doug Schmid, Norman, Ron DeJesus and Jurevich. The pack battled for positions, but Reif held his ground. Reif and Norman eventually pulled away from the pack as Honda-mounted Kenny Heess was making his way through the field. Heess passed Jurevich and DeJesus and set his sights on Schmid. The duo dived through the whoop section and Heess finally made the pass in the rhythm section, putting a lock on third. Schmid went down on the back section of the track, putting an end to his race.

Meanwhile, Reif kept Norman a safe distance behind him and took the eventual win. Heess took third, followed closely by Jurevich and Chris Loredo.

"I had a good ride out there," the R&R Sportcenter/IMS/Fox/PJ1-backed Reif said. "Norman was on me the first couple of laps, but I rode consistent and put a little distance between us."

"I got a good start but made a few mistakes," Norman said. "I'm looking forward to the next moto."

In the second moto, Norman grabbed the all-important holeshot. Reif trailed closely. Both riders, knowing the win would determine the overall winner, set a blistering pace. As the duo came up the back straight, Reif was right on Norman's rear tire when he suddenly went down, remounting in seventh. Norman opened up a cushion over Heess, now in second. Reif rebounded quickly, though, and he quickly made his way up to fourth, behind Jurevich, but found the KTM rider difficult to pass. The two battled for two laps until Reif made a gutsy move in a wide, high-banked right-hander. As Jurevich went high, Reif stayed low and T-boned Jurevich at the exit of the turn. The move sent Jurevich to the ground, but Reif managed to stay up, setting out after Heess. Jurevich shook his head as Reif took off and remounted to make the best of the moto.

Meanwhile, Norman had a lock on the lead. He took the checkers and another overall victory on the day. Reif made his way past Heess on the last lap



for second. Jurevich rebounded for fourth, with Loredo once again rounding out the top five.

"I got the holeshot and Reif was hounding me," Norman said. "He tried to cut under me on that far turn and I guess his front end tucked. I can't believe I overalled both motos today; it's great!"

CN

Oatfield Raceway Turlock, California Results: September 19, 1999 (Round 2)

Pee Wee Track
50 F/T: 1. Timmy Jannisse (KTM).
50 (4-6) STK: 1. Jerry Blake (HM); 2. Landon Cohen (HM); 3. Chance Damron (KTM).
50 (7-8) STK: 1. Crystal Layton (KTM); 2. Stewart Luper (Cob); 3. Logan Cohen (HM); 4. Tyler Newman (KTM); 5. Parker Smith (KTM).
50 (0-8) OPEN: 1. Ty Keenom (Cob); 2. Michael Flores (Cob); 3. C.J. Barham (Cob); 4. Christian Standers (Cob); 5. Chad Smith (Cob).
Main Track
50 (4-6) STK: 1. C.J. Barham (Cob); 2. Landon Cohen (HM).
50 (7-8) STK: 1. Austin Howell (Cob); 2. Jason Shipman (KTM); 3. Chad Smith (Cob); 4. Crystal Layton (KTM); 5. Casey Sherman (KTM).
50 OPEN: 1. Ty Keenom (Cob); 2. Michael Flores (Cob).
60 F/T: 1. Cody Lambott (Kaw); 2. Cary Kotowski (Kaw); 3. Chris Lazzarino (Kaw); 4. Blake Peterich (Kaw); 5. Nicholas Bacchini (Kaw).
60 BEG: 1. Luke Layton (KTM); 2. Cody Jackson (Kaw); 3. Joshua Duppong (KTM); 4. Brandon Nicholson (KTM); 5. Matt Brilliant (Kaw).
60 NOV: 1. Kramer Patterson (Kaw); 2. Ruben Hernandez (Kaw); 3. Ryan Martin (Kaw); 4. Brandon Reyna (Kaw); 5. Preston Mull (Kaw).
60 INT: 1. Dustin Enochs (KTM); 2. Bryar Perry (Kaw); 3. Tyler Freeman (Kaw); 4. Bryce Huffman (Kaw); 5. Justin Enos (KTM).
60 OPEN: 1. Dustin Enochs (KTM); 2. Tyler Freeman (Kaw); 3. Bryce Huffman (Kaw); 4. Kramer Patterson (Kaw); 5. Justin Enos (KTM).
80 BEG D-1: 1. Darryl Seville (Kaw); 2. Kurtis Batey (Yam); 3. Corey Pennington (Suz); 4. Joe Shipman (Hon); 5. Jeremy Kneisly (Yam).
80 BEG D-2: 1. Joey Harris (Kaw); 2. Nick Kneisly (Yam); 3. Bryan Jannisse (Yam); 4. Cody Woods (Kaw); 5. Preston Leonard (Suz).
80 NOV: 1. Justin Sanders (Yam); 2. Jason Wackerly (Yam); 3. Travis Enzweiler (Yam); 4. David Darsey (Yam); 5. Trevor Donlak (Suz).
80 INT: 1. Vincent Blair (Hon); 2. Charlie Morrison (Yam); 3. Aaron Bergantz (Yam); 4. Aaron Di Ciano (Yam); 5. Eric McCrummen (Yam).
80 S/MINI: 1. Charlie Morrison (Yam); 2. Aaron Bergantz (Yam); 3. Jarid Blevins (Yam); 4. Darryl Seville (Kaw); 5. Aaron Makinen (Hon).
125 BEG D-1: 1. Matt Fernandes (Suz); 2. Rick Parlett (Yam); 3. Derek Cheney (Kaw); 4. Roscoe Gray (Yam); 5. John Wear (Hon).
125 BEG D-2: 1. Andrew Williams (Yam); 2. Kevin Cox (Suz); 3. Joey Furtado (Kaw); 4. Justin Masson (Yam); 5. David Eidsloot (Yam).
125 NOV: 1. Michael Carnes (Yam); 2. K.C. Rigmaiden (Yam); 3. Josh Cox (Suz); 4. Greg Center (Yam); 5. Mike Starkweather (Yam).
125 INT: 1. Randy Norman (Yam); 2. Steve Mertens (Yam); 3. Ryan Morais (Yam); 4. Mike Anderson (Yam); 5. Billy Jurevich (KTM).
125 PRO: 1. Brett Racine (Kaw); 2. Jesse Olsen (Yam); 3. Cliff Cook (Yam).
250 BEG: 1. Gary Rose (Yam); 2. Wes Lee (Kaw); 3. Troy Kuczmarsch (Yam); 4. Jim Jordan (Hon); 5. Jeremy Trujillo (Kaw).
250 NOV: 1. Robert Blake (Kaw); 2. Nick Bainbridge (Kaw); 3. Travis Wilbur (Suz); 4. Rocky Audenried (Suz); 5. Greg Center (Hon).
250 INT: 1. Randy Norman (Yam); 2. Turbo Reif (Hon); 3. Kenny Heess (Hon); 4. Billy Jurevich (KTM); 5. Chris Loredo (Yam).
250 PRO: 1. Brett Racine (Kaw); 2. Andy Bowyer (Yam); 3. Seth Young (Kaw); 4. Cliff Cook (Yam).
500 INT: 1. Gary Plaatje (Hon); 2. John Moore (Yam); 3. Phil Segundo (Yam).
25+ BEG: 1. Ed Whitecotton (Suz); 2. Steve Verrinder (Yam); 3. Robert Becvar (Yam); 4. Michael Taylor (Hon); 5. Randy Tufts (Yam).
25+ NOV: 1. Dana Drake (Suz); 2. Steve Snyder (Kaw); 3. Jimmy Robinson (Hon); 4. Joe Alford (Kaw); 5. Mark Bousquet (Kaw).
25+ INT: 1. Kevin Wise (Yam); 2. Ed Davis (Yam); 3. Steve Nelson (Suz); 4. Phil Segundo (Yam); 5. Mark Klausner (Suz).
25+ EX: 1. Craig Mason (Suz).
30+ BEG: 1. Gary Rose (Yam); 2. Mike Jones (Yam); 3. Chris Lazzarino (Hon); 4. Michael Flores (Yam); 5. Randy Lynch (Yam).
30+ NOV: 1. Allen Blanco (Yam); 2. Scott Lindley (Yam); 3. William Serpa (Yam); 4. Dave Lundin (Kaw); 5. Kurt Smith (Suz).
30+ INT: 1. Shane Verdin (Kaw); 2. Ed Davis (Yam);

3. Steve Nelson (Suz); 4. Judd Houck (Kaw); 5. Mike Segundo (Yam).

35+ NOV: 1. Robert Fields (Yam); 2. Kurt Smith (Suz); 3. Ross Robertson (Yam); 4. Matt Longo (Yam).

35+ INT: 1. Scott DeRoco (Kaw); 2. John Moore (Hon); 3. Gary Plaatje (Kaw); 4. Steven Storie (Hon); 5. Tim Alvarado (Kaw).

40+ NOV: 1. Steve Bacchini (Yam); 2. Tony Shipman (Kaw); 3. Kevin Wilkinson (Suz); 4. Pat Saugar (Yam); 5. Mike Amaral (Yam).

40+ INT: 1. David Brilliant (Yam); 2. Mike Gorda (Hon); 3. Perry Sherman (KTM); 4. Tim Alvarado (Kaw).

Virginia Championship Hare Scrambles Series Round 11: Stoneybroke

Morrison goes for 'broke

By Heather Greer

MIDDLEBROOK, VA, SEPT. 19

Nestled in the Blue Ridge mountains is the postcard-quality scenery of Stoneybroke, site of the 11th round of the EBC/KBC/Pro Art Works/Tucker Rocky-sponsored Virginia Championship Hare Scrambles Series. At the 8-mile track, riders enjoyed nearly perfect riding conditions.

From atop the tall starting hill, the bikes on the line down below looked like bits of neon confetti, but it seemed like the AA class took only microseconds to crest the top of the hill after the green flag dropped. Motor Imports/Answer-sponsored Kawasaki rider Daniel Morrison and FMF/Maire/Valley Kawasaki-backed Stephen Edmondson were glued together going into the woods, with Factory Connection-backed Yamaha rider Jason Greer and Honda rider George Greer charging right behind them.

Morrison and Edmondson were fender to fender going into the second lap when Morrison slowed down for a lapped rider, allowing Edmondson to slide by. But before Edmondson could build a comfortable lead, his front tire slid out in a rocky turn. Morrison pulled around, and the two swapped the lead back and forth throughout the remainder of the race.

On the last lap, Edmondson came to a screeching halt behind a much slower lapped rider. On the brakes, Morrison bumped into Edmondson, knocking his front tire out of the groove and sending him down a hill. Morrison made the winning pass and took the overall, while Edmondson came in right behind him for second. Jason Greer was trying to catch the two leaders but found himself airborne over the handlebars each lap while trying to get around lapped riders. Greer recovered from his acrobatics to take third.

Valley Kawasaki-sponsored Tommy Reynolds took the holeshot in the 200cc A class. Both Cycleland-sponsored

Husqvarna rider David White and D&D Cycle/CPMR Racing-backed Kawasaki rider Chad Parker made it around Reynolds near the end of the first lap. White maneuvered around Parker when Parker's front tire missed a berm and sent him down onto the trail. White spent the last few laps putting some distance between himself and Parker. White finished in first and Parker took second. Reynolds rode consistently to finish third.

In the 250cc A class, Cycle Center-sponsored Kawasaki rider Wesley Moran and Powerride.com-backed Suzuki rider Travis Jones battled for the holeshot. Moran crashed on the first half-lap, allowing Jimmy Cycle Sales/Piedmont Chevrolet-sponsored Kawasaki rider Tony Deal to squeak by him. Moran recovered before Jones could pass him and was hot on Deal's trail going into the second lap. Deal fell off the pace, and Moran took control of the lead, with Jones right by him. The two came up on some lappers and Moran made a smooth pass around, but Jones got caught behind them. Moran increased his lead and took first. Meanwhile, Honda rider David Ashley was gaining on Jones. In the last few hundred yards of the race, Ashley took an inside line that cut off Jones, and took over second place. Jones came in right on Ashley's fender for third.

Wayne Cycle Shop-sponsored Honda rider Robert Wagner ran the first lap in the lead of the Four-Stroke A class. Despite putting "tires that looked like someone put a knife to the knobbies," Bruce's Suspension-backed Yamaha rider Glen Holcomb latched onto Wagner's rear on the second lap. During the third lap, Holcomb took the lead by cutting through some shrubs to get around Wagner. Holcomb held on to first to the finish, with Wagner coming in second. Ricky Huffman came in third.

Mark IV Yamaha rider Montie Orr took control of the Vet A class and never let it go. Orr was hammering it from the time he took the holeshot to the time he passed through the finish barrels in first. Silkolene-sponsored Kawasaki rider Danny Morrison worked his way through the pack to take control of second. By the end of the third lap, Suzuki rider Phillip Doyle was putting pressure on Morrison. On the last lap, Morrison tangled with a lapped rider, allowing Doyle to pass by and take second. Morrison finished in third.

The Senior A class was a two-man battle between KTM riders Robert Jones and Robert Cox. Jones took the holeshot but let Cox cruise by after the first lap. Jones rode Cox's rear fender for a few laps. Cox let him by and Jones took the lead for a while. Cox caught Jones in a bottleneck of riders trapped in a gnarly, tight pine section. Jones escaped to finish in first, with Cox right on his tail. Ridersville Cycle-sponsored Husqvarna rider Larry Adams took third.

Honda rider Gene Greer grabbed the holeshot in the large, 18-rider Vet B class. Afraid that Sign Design/HRP Products-sponsored Kawasaki rider Mike Bakken was coming up behind him, Greer held the throttle wide open and found himself in first at the finish. Bakken came in second. KTM rider Christopher Main took third.

Honda rider Wally Turfboer was ahead of the Senior B pack coming up the start hill. Turfboer held a considerable lead, despite head-butting a tree during the first part of the race. On the fourth lap, Honda rider Bobby Wilt passed KTM rider Jeff Powelson in a mass of lapped riders, and then put pressure on Turfboer. The two freight-

trained the course until Turfboer got crossed up and hugged a tree. Wilt swung out wide and made the winning pass. Turfboer came in second and Powelson took third.

Kawasaki jockey Chris Cooper was the first Supermini rider into the woods. He rode a nearly flawless race and came through the barrels in first. Despite having no rear brakes, Cycleworld's Bryan Happle put in a great charge to take second. Kawasaki-mounted Chris Patton took third.

In the Women's class, Havoline-sponsored Kawasaki rider Jessica Morrison and Alpinestars-backed Kawasaki rider Christine Blake banged handlebars going into the first turn in the woods. Jessica Morrison charged ahead of Blake and kept the lead to the finish. Blake's lightning pace earned her second. With the exception of stalling out once, Casey Cycle City/Chick-fil-A/Regina/Havoline/Pirelli/Scott/EBC/Purple Power/MSR/Pro Art Works-backed Honda rider Heather Greer rode a consistent pace for third place. **CN**

Stoneybroke Middlebrook, Virginia Results: September 19, 1999 (Round 11)

O/A: Daniel Morrison (Kaw).
AA: 1. Steven Edmondson (Kaw); 2. Jason Greer (Yam); 3. George Greer (Hon).
200 A: 1. David White (Hon); 2. Chad Parker (Kaw); 3. Tommy Reynolds (Kaw).
250 A: 1. Wesley Moran (Kaw); 2. David Ashley (Hon); 3. Travis Jones (Suz); 4. Travis Williford (Suz); 5. Randall Ellison (KTM).
4-STRK A: 1. Glen Holcomb (Yam); 2. Robert Wagner (Hon); 3. Ricky Huffman (Kaw); 4. Mike Capwell (Yam); 5. Eric Hytinen (Yam).
VET A: 1. Montie Orr (Yam); 2. Phillip Doyle (Suz); 3. Danny Morrison (Kaw); 4. Darryl Campbell (KTM); 5. Carl Johnston (Yam).
SR A: 1. Robert Jones (KTM); 2. Robert Cox (KTM); 3. Larry Adams (Hus); 4. Jerry Parker (Hon).
200 B: 1. Bryan Happle (Yam); 2. Dustin Staton (Yam); 3. Scott Capewell (Kaw); 4. Warren Stimpson (KTM); 5. Mike Lancaster (KTM).
250 B: 1. Brad Hall (Hon); 2. Craig Randle (Yam); 3. Jon Becker (Kaw); 4. Preston Creech (Yam); 5. Jacob Coy (Kaw).
4-STRK B: 1. Chuck Hancock (Kaw); 2. Allan Schaffer (Kaw); 3. John Hailey (Kaw); 4. Jeff Woody (Hon); 5. Tommy Tomlinson (Hon).
VET B: 1. Gene Greer (Hon); 2. Mike Bakken (Kaw); 3. Christopher Main (KTM); 4. Ernie Hostetler (Yam); 5. Gary Woods (KTM).
SR B: 1. Bobby Wilt (Hon); 2. Wally Turfboer (Hon); 3. Jeff Powelson (KTM); 4. Bernie Lunsford (Hon); 5. Robert Wick (Suz).
200 C: 1. Brian Thompson (Hon); 2. Jody Colaw (Kaw); 3. Matt Wiley (Kaw); 4. Don Thompson (Kaw); 5. Donnie Hardman (Kaw).
250 C: 1. Rick Huffman (Hon); 2. Stephen Samuels (Kaw); 3. Justin Stone (Yam); 4. Rick Woods (KTM); 5. Chris Norwood (Suz).
S/MINI: 1. Chris Cooper (Kaw); 2. Bryan Happle (Kaw); 3. Chris Patton (Kaw); 4. Daniel Parker (Hon); 5. Brandon Bonafe (Yam).
WMN: 1. Jessica Morrison (Kaw); 2. Christine Blake (Kaw); 3. Heather Greer (Hon); 4. Catherine Creighton (Kaw); 5. Elissa Morton (Suz).
MINI: 1. R.J. Ferguson (Kaw); 2. Ray Faddis (Hon); 3. Preston Blake (Kaw); 4. Brandon Nero (Hon); 5. Charley Harley (Hon).
JR MINI: 1. Brad Bakken (Kaw); 2. Zac Craddock (Kaw); 3. Chris Greer (Hon); 4. Pierce Blake (Kaw); 5. Ben Phillips (Hon).
P/W: 1. Phillip Rash (KTM); 2. Bradley Greer (Hus); 3. Michael Kidd (Hon); 4. Carl Austin (Suz); 5. Kelsey Honeycutt (Yam).

Nevada State Championship Series Round 6: Churchill County Fairgrounds

Northrop sweeps FairCross

By John Silva

FALLON, NV, SEPT. 3

It was a four-moto sweep for Team Green's Jeff Northrop at round six of the Nevada State Championship Series, held at the Churchill County Fairgrounds. Northrop won the lion's share of the \$3000 pro purse (courtesy of



At the sixth round of the Nevada State Championship Series at Churchill County Fairgrounds, Jeff Northrop (15) whooped to four straight moto wins to sweep both the 125cc and 250cc Pro classes.

Jackpot Markets) by topping a diverse group of talented racers that included GP veteran Mike Healey and off-road racing star Shane Esposito. Contingencies from Big Valley Honda, Dune Lift, Mach 5, NMXD and many other sponsors attracted hundreds of amateur racers, and an enthusiastic crowd in the grandstands made the event a complete success.

Nevada's Freddy Weichers absconded with the holeshot in the first moto, with Mike Healey and Shane Esposito in tow and Justin Tiearney, Jeff Northrop, Zeb Armstrong, Brian Foster, Nathan Tiearney, Jesse Duncan, Jerrad Fisher, Justin Mastalka and Todd Davis giving chase.

Healey put the hurt on the boys early on as he immediately passed Weichers and roosted away, quickly gapping the field. Weichers tried to keep Healey in sight, but he was also busy trying to fend off Tiearney. Northrop made an attempt to get by Tiearney and Esposito in one fell swoop, but couldn't make it stick, and, even worse, he went down in the process. Northrop was quickly back in the race but found himself eating backmarker dust.

The most exciting racing in the early going was a heated battle for second between Weichers and Justin Tiearney. On one particularly intense charge through the whoops, both racers got out of control, as their feet simultaneously slipped off the footpegs just as Tiearney was about to pass. Both riders regained control seconds later, but not before Tiearney clipped a corner marker pole and had to pull off a miraculous save.

At halfway, Healey was firmly in the lead. Weichers and Tiearney cooled their battle somewhat and clicked off the laps, content in their podium positions. However, behind the leaders, Northrop was zipping through the pack. By the time the race was winding down, Northrop was introducing his front tire to Tiearney. Just a few turns later, Northrop dispatched Tiearney, and on the following lap Weichers also fell prey to the speedy Californian. Before the end, a late-charging Armstrong also passed Tiearney.

In the final laps, Healey realized the kid was making up ground fast, but he was unable to muster any extra speed. Northrop quickly reeled in Healey and promptly bolted into the lead. Once out front, the race belonged to Northrop. At the finish, it was Northrop finishing first, followed by Healey, Weichers, Armstrong and Tiearney.

Healey heisted the holeshot in the second moto, with Weichers and Northrop right behind him. Northrop diced with Weichers for a couple of laps and then slipped past to pursue Healey. Healey, Northrop and Weichers got major air off the Jackpot Jump in front of the grandstands, and their rapid pace

soon separated them from the other competitors.

As the top three blistered the track, Northrop kept the pressure on Healey, and he finally wore him down around the 10th lap. Healey left a slight opening on the next lap and Northrop pounced into the lead. Once out front, Northrop never looked back for the rest of the 15-lap moto. Healey and Weichers held firm in their podium positions, with Armstrong and Nathan Tiearney rounding out the top five. **CN**

Churchill County Fairgrounds Fallon, Nevada Results: September 3, 1999 (Round 6)

50 (0-7): 1. Keith Adams (Act); 2. Trevor York (Kaw); 3. T.J. Hires (Cob); 4. Austin Sheen (Hus); 5. Johnny Highfill (Kaw).
50 (8-): 1. Bubba Mason (Kaw); 2. Carey Lincoln (Kaw); 3. Jarrod Spano (Kaw); 4. Monica Hibdon (Kaw); 5. Tanner Davis (Kaw).
60 (0-9): 1. Tyler York (Kaw); 2. Kyle O'Brien; 3. Ryan Toomey; 4. Keith Adams (Kaw); 5. J.J. Brown (Kaw).
60 (9-): 1. Zach Fields (Kaw); 2. Jeremy Barrett (Kaw); 3. Patrick Diehl (Kaw); 4. Markus Anderozzi (Kaw).
80 JR D-1: 1. Scott Ritter (Kaw); 2. Tim Rechel (Hon); 3. Travis Crawford (Kaw); 4. Logan Foster (Yam); 5. Nathan Ashley (Hon).
80 JR D-2: 1. Jeff Kuno (Yam); 2. J.L. Bitz (Yam); 3. Dave Hamel (Hon); 4. Eric Pearson (Kaw); 5. Michael Shepherd (Kaw).
80 BEG: 1. Aren Del Chiaro (Kaw); 2. Ryan Adair (Kaw); 3. Garrett Reid (Hon); 4. Chris McCain (Yam); 5. Tony Weatherman (Kaw).
80 INT: 1. Nick Baugh (Kaw).
125 JR D-1: 1. Joe O'Brien (Yam); 2. Jon Peacock (Hon); 3. Robbie Altizer (Kaw); 4. Philip Perry (Suz); 5. Daniel Tresley (Hon).
125 JR D-2: 1. Jacob Wilcox (Hon); 2. Chad Griffin (Suz); 3. Josh Ferguson (Hon); 4. Matt Brawley (Yam); 5. Phil Shepherd (Yam).
125 BEG: 1. Brian Serna (Yam); 2. Chad Laughlin (Yam); 3. Andrew Loveless (Hon); 4. Travis Edmunds (Hon); 5. John Lindell (Suz).
125 INT: 1. Matt Manha (Hon); 2. Kevin McGovern (Yam); 3. Kevin DeCarli (Yam); 4. Greg Garrison (Hon); 5. Greg Yamas (Hon).
125 EX: 1. Tommy Jean (Yam).
125 PRO: 1. Jeff Northrop (Kaw); 2. Nathan Tiearney (Suz); 3. Freddy Weichers (Hon); 4. Brian Foster (Yam); 5. Cody Killam (Yam).
250 JR: 1. Chip Lancaster (Kaw); 2. Dan Duvall (Hon); 3. Philip Perry (Kaw); 4. Keith Newman (Yam); 5. Heath Bogle (Hon).
250 BEG: 1. James Kindness (Hon); 2. Wylm Bensen (Hon); 3. Chris Christian (Kaw); 4. Rod Townson (Yam); 5. Robert Guillen (Hon).
250 INT: 1. Paul Mudd (Suz); 2. Tim Walker (Suz); 3. Greg Garrison (Hon).
250 EX: 1. Tommy Jean (Yam).
250 PRO: 1. Jeff Northrop (Kaw); 2. Mike Healey (Kaw); 3. Freddy Weichers (Hon); 4. Zeb Armstrong (Yam); 5. Jerrad Fisher (Suz).
25+ JR: 1. Jon Oadah (Yam); 2. Mark Ivey (Kaw); 3. Rod Provost (Hon); 4. Carlos Isom (Hon); 5. R. Vanetti (Yam).
25+ BEG: 1. Darren Sturgeon (Yam); 2. Timothy Green (Hon); 3. Robert Guillen (Hon); 4. Patrick Turner (Hon); 5. Jarrett Wilson (Hon).
25+ INT: 1. Paul Mudd (Suz); 2. Tim Walker (Suz).
30+ JR: 1. James Kindness (Hon); 2. Mike Helton (Hon); 3. Tom Garrison (Hon); 4. Mark Favia (Hon); 5. Keith Alosi (Hon).
30+ BEG: 1. Ken Baumann (Suz); 2. Scott B. Henderson (Yam); 3. Timothy J. Green (Hon); 4. Lee Felch (Hon); 5. Tim Sperling (Kaw).
30+ INT: 1. Cliff Walls (Yam); 2. Rod Provost (Hon); 3. Joseph Inman (Hon); 4. Curt Michitsch (Yam).
30+ PRO: 1. Mike Healey (Kaw); 2. Butch Stillmuck; 3. Darryl Haney (Suz); 4. Tim Dyer (Hon); 5. Greg Searle (Kaw).
30+ EX: 1. Mike McMurry (Hon); 2. Eric Schacht (Yam); 3. Gilbert Chick (Hon).
40+ JR: 1. Mike Hamel (Yam); 2. Tony Serna (Yam); 3. Gary Candaburu (Hon).
40+ INT: 1. Stan Smith (Kaw); 2. Tom Garrison (Hon); 3. Ted Griffin (Hon).
40+ EX: 1. Tim Dyer (Hon); 2. Joseph Inman (Hon); 3. Tom Baugh (Suz).
CLB INT: 1. Cliff Walls; 2. Rod Provost; 3. Curt Michitsch; 4. Ted Griffin.
CLB EX: 1. Tim Dyer; 2. Eric Schacht; 3. Gilbert Chick; 4. Mike McMurry.

Missouri Hare Scrambles Championship Series
Round 11: Elk Creek Raceway

Forrester in front

By Frank Leivan

LEBANON, MO, SEPT. 12

Brandon Forrester, 15, took his first-ever overall win in convincing style, claiming the victory at round 11 of the Missouri Hare Scrambles Championship. Forrester spent the first hour of the two-hour event in third, made his bid for the lead, and then proceeded to waltz away to the checkered flag.

Event promoters laid out a 9.4-mile course at Elk Creek Raceway. The trail consisted mostly of virgin terrain. There were several creek sections and off-camber hillsides, and many riders commented that this was the toughest race they had ever ridden. Due to the tough conditions, the Junior, Women's and Trail Rider classes participated on a separate 9.2-mile loop.

For the umpteenth time in 1999, Chris Thiele led the AA class through the first turn with Moose/Scott/Pro Circuit-backed Chris Nesbitt and Forrester close behind. Just as the riders entered the woods, Thiele went down and Nesbitt took over the lead.

Nesbitt quickly opened a small gap on his pursuers, and at the end of the first of five laps he held a lead of 15 seconds over Thiele and Forrester. KTM-mounted Mike Windmann held fourth another 12 seconds back, with Dwight Maggard an additional 14 seconds back on his YZ400.

Throughout lap two, Nesbitt seemed to be in control and looked strong while leading. However, late on the second lap, Nesbitt started to have rear-brake problems, but he still managed to hold a lead of 10 seconds over Kawasaki rider Thiele, while Forrester stayed glued to Thiele's rear fender.

As Nesbitt's brake problems worsened, Thiele made his bid for the lead. However, Forrester was also making a run at the lead position.

"We were going down this big creek bed and I was setting Nesbitt up for a pass around the outside," Thiele explained later. "Then Brandon went past both of us even further outside, out in the big rocks. I couldn't believe it."

Once in front, Forrester pulled away at an alarming rate. He completed the third circuit with a gap of 30 seconds on Thiele, who made a quick stop for a fresh pair of goggles. It was another complete minute before Nesbitt entered pit row to make repairs. Windmann, who was right behind Nesbitt, took over third, while Ryan Wuebbeling held off the charges of YZ400 riders Rusty Reynaud and Allen Haynes to lead the A class and hold on to fourth overall.

Forrester blistered the technical trail on his fourth lap, turning in a time identical to his previous one, a 25:34. Thiele, though still putting time on the rest of the field, had nothing for the young Yamaha rider, and he dropped nearly another minute off the pace.

"Brandon was unbelievable today," Thiele commented. "I rode pretty good, but this track really took it out of me. I don't think I've ever been so worn out and beat up."

Windmann completed the fourth lap 2 1/2 minutes back from the leader, still holding a firm grip on the final podium

position. Wuebbeling had put some distance on Haynes, and Reynaud dropped out of contention after lap four with a flat tire.

Despite hitting the ground a couple of times on the final lap, Forrester held tough, and when the final lap was complete, he had won by a minute and 21 seconds.

"That last lap took forever," Forrester said. "I was so happy when it was over."

Thiele's runner-up finish gives him the number-two plate for the 2000 season, one position better than last year. Windmann negotiated the brutal conditions the final time around to finish in third. Wuebbeling finished a season-high fourth overall and won the A class. In his first appearance of the season, Haynes rounded out the top five, ahead of a dejected Nesbitt. **CN**

Elk Creek Raceway Lebanon, Missouri

Results: September 12, 1999 (Round 11)

O/A: 1. Brandon Forrester (Yam); 2. Chris Thiele (Kaw); 3. Mike Windmann (KTM); 4. Ryan Wuebbeling (Yam); 5. Allen Haynes (Yam); 6. Chris Nesbitt (Yam); 7. Kevin Borts (Suz); 8. Dwight Maggard (Yam); 9. Tanner England (Yam); 10. Kevin Boyle (Hon).

AA: 1. Chris Thiele (Kaw); 2. Mike Windmann (KTM); 3. Chris Nesbitt (Yam); 4. Dwight Maggard (Yam); 5. Tanner England (Yam).

A: 1. Ryan Wuebbeling (Yam); 2. Allen Haynes (Yam); 3. Kevin Borts (Suz); 4. Rusty Reynaud (Yam); 5. Jon Simons (Yam).

125 B: 1. Matt Jameson (KTM); 2. Mike Hulsey (Kaw); 3. James Sloan (Yam); 4. Steve Akers (Yam); 5. Jeremy Wisecup (Yam).

200 B: 1. Steve Crews (Kaw); 2. Robert Armon (Kaw); 3. Pat Declue (KTM).

250 B: 1. Tim Gibson (Yam); 2. Jason Stegall (Kaw); 3. Richard Hart (Yam); 4. Gary Wolf (Suz); 5. Joe Straatmann (Kaw).

OPEN B: 1. Mark Kendall (Suz); 2. Matt Coffman (KTM); 3. Wayne Hatfield (KTM); 4. Duane Rambo (Hon); 5. John Stichnoth (KTM).

4-STRK B: 1. Les Busenbark (Yam); 2. David Gay (Yam); 3. John Acton (Hon); 4. Cornell Porter (Hon); 5. James Ross (Hon).

VET: 1. Kreg Simons (Yam); 2. John Banes (Kaw); 3. Rick Kinkelaar (Yam); 4. Tim Surdyke (Yam); 5. Carl Dobson (KTM).

SR: 1. Bill Gold (Yam); 2. Jay Williams (Hon); 3. Keith Kibort (Yam); 4. Jimmy Jones (Kaw); 5. Andy Nored (Kaw).

S/SR: 1. Lee Glenn (Hon).

JR: 1. Zach Mabery (Hon); 2. Dennis Jonon (Kaw); 3. Wes Parr (Yam); 4. Pat Myers (Kaw); 5. Sam Lawson (Hon).

WMN: 1. Michele Eidam (KTM); 2. Sherri Declue (Kaw); 3. Jennifer Cummins (Kaw).

250 C: 1. Michael Hamilton (Yam); 2. Keith Sloan (Yam); 3. Jake Johnson (Yam); 4. Lars Valin (Hon); 5. Sam Boenker (Kaw).

TR: 1. Adam Ashcroft (Yam); 2. Marvin Clouatre (Yam); 3. Bill Kays (Hon); 4. Pat Welch (Kaw); 5. Alex Ashcroft (Kaw).

Path Valley Speedway ST

Reid, Wood wind up first-time winners

By Len and Ben Breech

WILLOW HILL, PA, SEPT. 11

Raun Wood and Jonathan Reid took their first wins at the Black Arrow Racing-sponsored/Two Wheel Promotions-promoted short track at the high-banked Path Valley Speedway. Wood held off determined moves from Jake Johnson and Bob Sweeten to take his first-ever 250cc A win, while Reid had multi-time winner Ken Miller right behind him for the 600cc B win.

Wood put his Link Cycle-backed Yamaha in front of Johnson, Sweeten and Mike Brabson. For the rest of the race, Johnson and Sweeten were on Wood's tail, looking for an opening that never came.

Reid's victory was also very close. He grabbed the lead from Miller, Bill Boram and Ray Stillwell. Reid and Miller pulled several lengths over the rest of the field as they battled for the remainder of the race, but Reid never gave Miller even a hint of an opening.

John Long led every lap of the 50cc (7-8) final, but he had at least two other riders right on his tail the entire way. Jeff Haldeman, Jesse Long and Evan Baer followed initially. Baer moved Jesse Long back to fourth after two laps and took second on the fourth lap, but he bobbed slightly off the final turn, letting Long run home free.

John Lewis again easily took the 80cc and 100cc classes and finished second in the 125cc class to Jimmy Owens. Owens almost took the 250cc class also, but his Honda died just over a lap from the end, giving Greg Sassaman the win.

Brett Pugh continued his domination of the 50cc Oil-Injected class, while John Long led a

three-rider freight train for the 50cc (7-8) win, and Haldeman topped the 65s.

The 500cc A Two-Valve class saw some very close racing. Steve Heiser led Dave Smith, Jim Chapman and Larry Hoffman off the second turn. Smith got by Heiser on the back stretch on the second lap, with Chapman finally getting by Heiser at the end of the fourth lap. Smith and Chapman battled the rest of the distance side by side, with Smith holding the lead until he bobbed slightly coming off the final turn, allowing Chapman the chance to slip by at the line for the win.

Results

55 OIL-INJ: 1. Brett Pugh (Yam); 2. Mitch Harvat (Yam); 3. Cassidy Heiser (Yam); 4. Derek Hersh (Yam); 5. Max Harvat (Yam).

55 (7-8): 1. John Long (Lem); 2. Evan Baer (Pol); 3. Jeff Haldeman (Lem); 4. Jesse Long (Lem); 5. Brett Pugh (Lem).

65: 1. Jeff Haldeman (Hon); 2. R.J. Hart (Kaw).

85: 1. John Lewis (Hon); 2. Casey Long (Hon); 3. Jonathan Jordan (Kaw); 4. Evan Baer (Yam); 5. Bryan Armstrong (Kaw).

100: 1. John Lewis (Hon); 2. Bryan Armstrong (Hon).

125 B: 1. Jimmy Owens (Hon); 2. John Lewis (Yam); 3. Travis Sennett (Hon); 4. Robbie Reynolds (Hon).

250 A: 1. Raun Wood (Yam); 2. Jake Johnson (Hon); 3. Bob Sweeten (Hon); 4. Mike Brabson (Hon); 5. Rich Mellinger (Hon).

250 B: 1. Greg Sassaman (Yam); 2. Jeremiah Tyeryar (Kaw); 3. Brent Beiber (Suz); 4. Robbie Reynolds (Hon); 5. Jimmy Owens (Hon).

500 A 2-VALVE: 1. Jim Chapman (Yam); 2. Dave Smith (Yam); 3. Steve Heiser (Yam); 4. Larry Hoffman Jr. (Yam).

600 A: 1. Phil Libhart (Rtx); 2. Ricky Winsett (Rtx); 3. Jake Johnson (Rtx); 4. Dallas Baer (Rtx); 5. Bob Sweeten (Rtx).

600 B: 1. Jonathan Reid (C-A); 2. Ken Miller (Rtx); 3. Bill Boram (Yam); 4. Ray Stillwell (Rtx); 5. Gil Smith (Hon).

750 A: 1. John Winsett Jr. (Tri); 2. Mike Keane (Yam); 3. Phil Libhart (Tri).

30+: 1. Dallas Baer (Rtx); 2. Bruce Miller (ATK); 3. David Smith (Rtx); 4. Brent Bieber (Suz).

40+: 1. Bob Sweeten (Rtx); 2. Jim Chapman (Rtx); 3. Bruce Miller (ATK); 4. John Bower (Yam); 5. Mike Keane (Hbg).

SP/SMN: 1. Ricky Winsett (Rtx); 2. Todd Kendig (Rtx); 3. Phil Libhart (Rtx); 4. Raun Wood (Yam); 5. Joey Tyeryar (Rtx).

Glen Helen Raceway Park

Eierstedt stomps REM MX

By Rocky Hash
Photo by Jill Wells

SAN BERNARDINO, CA, SEPT. 25

Round two of Racing Enterprises Motorsports' AMP Research/RK Chain-sponsored Glen Helen Saturday Motocross series saw former factory pilot Rich Eierstedt take control of the points chase in the Over 40 Masters division, posting two runaway moto wins en route to the overall victory on the day.

At the start of moto one, Honda CR250 pilot Jeff Surwall took the holeshot. Eierstedt positioned himself in second, while Ron Lawson jockeyed his KTM SX 250 into third. When the racers cleared the scoring section for the first time, the top five positions were filled out by past National Champion Gary Jones and Kawasaki-mounted Brent Wallingsford.

Former Canadian National Champion Surwall showed blinding speed on the first lap and opened up a two-second advantage on Eierstedt. Wallingsford went around Jones on lap two and was soon hounding Lawson for third. After a few laps, Eierstedt began to reel in Surwall. Just before halfway, Eierstedt passed Surwall in the back canyon section to take over the lead.

Meanwhile, Lawson was managing to keep Wallingsford behind him, though now the two riders were separated by less than two bike lengths.

Surwall appeared to be experiencing difficulties with his machine, and he dropped off the pace dramatically. Lawson and Wallingsford each moved up a position. Jones now rode in fourth, and hard-charging Yamaha rider Willie Amaradio moved up to fifth. With clear track in front of him, Eierstedt was in control of the moto, and he continued to separate himself from the pack.

With two laps to go, Wallingsford was finally able to slide by Lawson to take over second. Eierstedt continued strong all the way to the checkered flag, and he enjoyed a 15-second lead at the end. Wallingsford came in second, while Lawson finished up in third. Jones finished fourth, and Amaradio's super ride after a bad start earned him fifth.

When moto two left the line, Eierstedt grabbed a clean holeshot. Wallingsford gated much better this time, in second. Jones held down third, while Amaradio ran fourth. At the end of lap one, Jeff Kaplan had moved up to fill out the top five. Eierstedt simply checked out, setting a pace no one else in the class could match. By halfway, he was 10 seconds out front and cruising. When the checkered flag flew, he loped in some 20 seconds in front of the competition. Wallingsford claimed second, while Jones was a steady third. Amaradio rode in for fourth, and Kaplan came in fifth.

The overall honors went to Eierstedt and his perfect 1-1 finishes. Wallingsford was second with his 2-2 rides, while Jones' 4-3 tally was good for third overall. Amaradio earned fourth



Rich Eierstedt stepped out at Glen Helen Raceway in San Bernardino, California, posting two runaway moto wins for the overall Over 40 Masters victory in REM's Saturday Motocross.

after going 5-4, and Kaplan was fifth after putting up 6-5 scores.

Results

80 JR: 1. Dane Jackson (Yam); 2. Tiffany Holtman (Kaw).

125 BEG: 1. Chad Baer (Yam); 2. Ryan Amaradio (Kaw); 3. Gregory Jones (Kaw); 4. Mike Gayer (Kaw); 5. Chris Herrin (Yam).

125 JR: 1. Ryan Corum (Kaw); 2. Chris Corum (Kaw); 3. John Wiley (Yam).

125 INT: 1. Cliff Jennings.

250 INT: 1. Malcolm McCassy (Yam).

25+ INT: 1. Scott Sepkovic (Hon); 2. Eric Hjalmarson (KTM); 3. Jerome Mage (Yam).

VET BEG: 1. Brian Papp (Yam); 2. Steve Stearns (Yam); 3. Kevin Johnson (Hon); 4. Ken Baur (Yam); 5. Jim Roberts (Yam).

VET JR: 1. Sam Ramirez (Yam); 2. Val Fukunaga (Kaw); 3. Nick Costello (Yam); 4. Mike Brinkley (Yam); 5. Christopher Rapp (Hon).

VET INT: 1. Bob Johnson (Kaw); 2. Bryan Daniel (Hon); 3. Brad Diez (Yam); 4. Stephen Watson (Kaw); 5. Duane Potts (Yam).

40+ JR: 1. Jeff Newman (Yam); 2. Mitch Evans (Kaw); 3. Steve Jackson (Yam); 4. Greg Whitfield (Hon); 5. Leonard Kirschner (Hon).

40+ INT: 1. Randy Skinner (Suz); 2. Rudy Chavez (Hon); 3. Cliff Steel (Yam); 4. Scott Mays (KTM); 5. Wayne Wells (Hon).

40+ EX: 1. Steve Roark (Yam); 2. Mark Hall (Yam); 3. Jeff Arzouman (Yam); 4. Ken Ehlers (Yam); 5. Dennis Boulware (Yam).

40+ MSTR: 1. Rich Eierstedt (Yam); 2. Brent Wallingsford (Kaw); 3. Gary Jones (Yam); 4. Willie Amaradio (Yam); 5. Jeff Kaplan (Kaw).

50+ MSTR: 1. Bengt Johansson (Yam); 2. Dennis McAdam (Hon); 3. Jody Weisel (KTM); 4. Ray Pisarski (Hon); 5. Chuck Minert (Yam).

PRO: 1. Tony Amaradio (Yam); 2. Terry Fowler (Yam); 3. Craig Davis (Yam); 4. Willy Musgrave.

Ocotillo Raceway

Straub flashes to the finish

By Johnny Whiteboots

ELOY, AZ, SEPT. 18

James Straub flashed to back-to-back moto wins to claim the overall victory in the always-competitive 125cc Novice class at round one of the AMX Grand Canyon State Championship Series, held at Ocotillo Raceway in southern Arizona.

Ryan Hamman grabbed the first-moto holeshot, chased by Straub, Baron Holly, Adam Hamman and the rest of the field. Adam Hamman put on a great charge and passed both Holly and Straub to command second. Holly also managed to pass Straub, moving Straub to fourth by the end of the second lap. The front four remained very close, and the rest of the field was nipping at their heels. Holly bobbed and Straub moved back into third. Straub then dove to the inside of Adam Hamman approaching the finish-line tabletop. Launching off the jump, Straub's rear tire whipped out, hitting Adam Hamman in the back and sending him crashing. Straub continued on, charging hard to match the pace of Ryan Hamman. Working his way back from a midpack start was D.J. Bice, who moved into fourth with a pass on Tamra Madden during the third lap. With the white flag displayed, the field was still tightly bunched, resembling a high-speed train racing toward the finish. Ryan Hamman bobbed, giving Straub the chance to make the pass and lead the field on the only lap that really counts. Straub greeted the checkers, with Ryan Hamman a close second, Holly third, Bice fourth and Tamra Madden fifth.

Moto two started as a carbon copy of the first, with Ryan Hamman gaining the holeshot, Straub second and Holly third. Hamman again set the pace, with Straub, Holly and the field working hard to keep it tight. Hamman maintained his lead until the step-up before the finish line. Hamman took a line that would set him up inside for the next turn, and found a wicked kicker that sent him cartwheeling out of the race.

Straub never looked back and led the field to the checkers. Holly held second and second overall. Bice was third, with Jon Schwartzman a close fourth.

Results

50 BEG A: 1. Chad Willford (Yam); 2. Joseph Swanson (Suz).
50 BEG B: 1. Matthew Fox (KTM); 2. Tyler Neasham (KTM); 3. Jace Murphy (ATK); 4. Jacob Bulliner (KTM); 5. Trey McHugh (KTM).
50 (7-8): 1. Paul DeSoto III (KTM); 2. Cole Martinez (Cob); 3. Kyle Henry (KTM); 4. Jacqueline Strong (Cob).
60 BEG: 1. Mike Loder (Kaw); 2. Chad McHugh (Kaw); 3. Tyler McHugh (Kaw); 4. Paul Rather (Kaw); 5. Curtis Smith (Kaw).
60 (8-9): 1. Mitch Wise (Kaw); 2. Cody Carlson (KTM).
60 (9-11): 1. Rhett Urseth (Kaw); 2. Daniel Wilburn (KTM).
60 OPEN: 1. Rhett Urseth (Kaw); 2. Daniel Wilburn (KTM); 3. Mitch Wise (Kaw); 4. Chad McHugh (Kaw); 5. Cody Carlson (KTM).
80 NVR TRPHY: 1. Robby Delancey (Hon); 2. Chris Young (Suz); 3. Jonathan Ore-Giron (Kaw); 4. Adam Mendoza (Kaw).
80 BEG: 1. Penni Cyrus (Suz); 2. Rod Hall (Hon); 3. Steve Walker (Hon); 4. Jon Orcutt (Hon); 5. Cory Bulliner (Yam).
80 (9-11): 1. Jeremy Johnson (Suz); 2. Daniel Kelly (Yam); 3. Nick Riley (Kaw); 4. Rhett Urseth (Kaw).
80 (12-13): 1. Michael Falls (Yam); 2. Drew Murphy (Hon); 3. Todd Miller (Hon); 4. Brandon West (Suz).
80 (14-16): 1. Eric Ramirez (Hon); 2. Chad Winton (Yam); 3. Moe Fuller (Kaw); 4. Ryan Blum (Yam).
80 OPEN: 1. Matt Madden (Kaw); 2. Eric Ramirez (Yam); 3. Jeremy Johnson (Suz); 4. Todd Miller (Hon); 5. Nick Riley (Kaw).
WMN: 1. Tamra Madden (Suz).
125 BEG: 1. Nic Shaffer (Yam); 2. Ben Dickman (Suz); 3. Justin Stahl (Hon); 4. Jared Decker (Hon); 5. Jason Moody (Suz).
125 NOV: 1. James Straub (Hon); 2. Baron Holly (Kaw); 3. D.J. Bice (Hon); 4. Jon Schwartzman (Yam); 5. Chris Moon (Yam).
125 INT: 1. John King (Suz); 2. J.R. Schell (Yam); 3. Brent Denton (Yam); 4. Justin Myers (Yam); 5. Jason McTyghe (Yam).
250 BEG: 1. Kevin Oliver (Hon); 2. Daniel Singer (Yam); 3. Matt Cutlip (Yam).
250 NOV: 1. Mike Lynch (Kaw); 2. Scott Rich (Hon); 3. Randy Hill (Yam); 4. Paul Burger Jr. (Yam); 5. Robert Blander (Yam).
250 INT: 1. Brian Smith (Kaw); 2. Josh Wagner (Yam); 3. Brian Highsmith (Yam); 4. Phillip Curry (Hon); 5. Arlyn Van De Mark (Suz).
250 PRO: 1. Ryan Mortensen (Yam); 2. Ray Penski (Suz); 3. Justin McMurrich (Yam).
25+ BEG: 1. Dan Townsend (Hon); 2. Mike Mendoza (Hon); 3. David Perez (Hon).
30+ BEG: 1. Greg Grasham (Suz); 2. Brian Bartel (Suz); 3. Roy Millhouse (Kaw); 4. Todd Scoggins (Yam); 5. Gary Bohannon (Hon).
25+ NOV: 1. Scott Rich (Hon); 2. Eddie Nordstrom (Kaw); 3. Robert Lopez (Yam).
30+ NOV: 1. Steve Hendrix (Hon); 2. Sam Hernandez (Kaw); 3. Bill Arrandale (Yam); 4. T. Carlson (Kaw); 5. Jim Hineman (Yam).
30+ INT: 1. Shaun Cisco (Yam).
30+ PRO: 1. Sam Weinbach (KTM); 2. Rich Nagle (Kaw); 3. Todd McRee (Kaw).
40+ BEG: 1. Paul DeSoto (Yam); 2. Charles Quiroz (Yam).
40+ AM: 1. Brian Zimmer (Suz); 2. Ed Roland (Hon).
40+ MSTR: 1. Michael Goodrich (Kaw); 2. Rich Nagle (Kaw); 3. Tom Franz (Hon).
BG/BK OPEN: 1. Brian Smith (Kaw); 2. Kory Taylor (Yam); 3. Russell Hacker (Kaw); 4. Brent Denton (Yam); 5. Ilan Grossman (Kaw).

Dutch Sport Park

Woods a tiger

By Larry Witmer

BLOOMINGDALE, MI, SEPT. 18

Josh Woods came to Dutch Sport Park as a new rider in the A class, but he showed why he has been dominating the B class this year. Woods did it the hard way, moving up through the field after bad starts in both motos to go 1-1 on his Team Green KX.

Dutch Sport Park had the track in perfect shape for the 300 riders on hand, with new off-camber section and a shaded canopy for the starting line.

In the opening 125cc A Expert moto, John Penrod ripped the holeshot ahead of Aaron Smith, Dannie Larder and Woods. Woods displaced Larder over the Pro Action tabletop jump and then ripped by Smith in the back rocker section. Penrod held a slim one-second lead at the completion of lap one, with Woods hot on the YZ's rear fender. Smith, Larder and Greg Andrews rounded out the top five.

Woods passed Penrod in the finish-line jump area to take over the lead at the start of lap three.



(Left) John Penrod (11) took the first 125cc A moto holeshot, but new A rider Joshua Woods (26) passed him and checked out. Woods went on to win both the 125 and 250cc A classes at Dutch Sport Park in Bloomington, Michigan. (Right) Jeff Willoh left behind a wisp of smoke and all of his competitors in both motos of 125cc Pro racing at the eighth round of Glen Helen's Friday night StadiumCross Series.



It was check-out time for Woods. Penrod kept sight of Woods but never got a wheel in to apply any pressure.

Meanwhile, Andrews drew a line past Larder in the rockers and then passed Smith in the new off-camber section to move into third. Andrews could see the leaders 12 seconds ahead but could not reel them in.

Woods took the win. Penrod took runner-up honors, and Greg Andrews was third.

In the second moto, Penrod was again the fastest into the first corner, but Woods was in second and that was bad news for Penrod. Woods dialed his Kawasaki through the Sandbox area, displacing Penrod for the lead. Penrod tried in vain to keep within striking distance, but Woods pulled out to a huge lead by moto's end, trailed by Penrod, Andrews, Smith and Cory Morris.

"I felt great out there today," commented Woods. "This is the second time I have been here this year, and the track improvements are great. That new off-camber section keeps you on your game. I'm enjoying the A class, running for cash instead of a trophy. I would like to thank Team Green, DGY, Scott USA, Bell Helmets and Alpine Stars for their product support."

Results

AUTO (4-6): 1. James Schmaus (Cob); 2. Jacob McCraner (Cob); 3. Doug Moline (KTM).
AUTO (7-8): 1. Thom Fisher (Cob); 2. Chad Cooley (Pol); 3. James Roberts (Cob); 4. Matt Watson (Cob); 5. Mike Ross (Cob).
AUTO SHAFT: 1. Zach Bassler (Yam); 2. James Roberts (Yam); 3. Sara Roberts (Yam); 4. Cameron Booth (Yam); 5. Doug Moline (Yam).
60 BEG: 1. Britton Mears (Kaw); 2. Matt Fozo (Kaw); 3. Rui Azevedo (Kaw); 4. Dean Waggoner (Kaw); 5. Zach Bassler (Kaw).
60 (7-11): 1. Shane Sewell (KTM); 2. Brett Wagner (Kaw); 3. Joel Jager (KTM); 4. Brandon Cooley (Kaw); 5. Cody Davis (Kaw).
80 BEG: 1. Mike Ford (Kaw); 2. Mike Uber (Kaw); 3. Ryan Boutell (Kaw); 4. Dwaine Hassler (Kaw); 5. Casey Covell (Suz).
80 (7-11): 1. Jerry Lorenz (Yam); 2. Eric Miller (Suz); 3. Shane Sewell (Kaw); 4. Joel Jager (Kaw); 5. Matt Haag (Yam).
80 (12-15): 1. Nick Vaughn (Kaw); 2. Matt Gow (Yam); 3. Tyler Weston (Kaw); 4. Adam Cole (Kaw); 5. Chris Spitalo (Kaw); 5. Josh Bracken (Hon).
80 OPEN: 1. Tyler Weston (Kaw); 2. Josh Bracken (Hon); 3. Matt Gow (Yam); 4. Chris Spitalo (Kaw); 5. Matt Walsworth (Hon).
125 (12-15): 1. Nick Adams (Kaw); 2. Kyle Bagladi (Yam); 3. Mitch Sluder (Kaw); 4. Mitch Dervin (Yam); 5. Kirk Newman (Yam).
125 A: 1. Joshua Woods (Kaw); 2. John Penrod (Yam); 3. Greg Andrews (Kaw); 4. Aaron Smith (Hon); 5. Cory Morris (Hon).
125 B: 1. Nick Adams (Kaw); 2. Nate Larsen (Kaw); 3. Kyle Kohler (Yam); 4. Mitch Sluder (Yam); 5. Kyle Bagladi (Yam).
125 C: 1. Troy Bloomquist (Hon); 2. Andy Sherwood (Kaw); 3. Joe Boyd (Hon); 4. Matt Ford (Kaw); 5. Dean Fields (Hon).
250 A: 1. Joshua Woods (Kaw); 2. John Penrod (Yam); 3. Aaron Smith (Hon); 4. Allen Horne (Hon); 5. David Gaylord (Kaw).
250 B: 1. Jeremiah Badgley (Suz); 2. Tony Mills (Hon); 3. Nate Larsen (Kaw); 4. Adam Burke (Yam); 5. Sam Geller (Yam).
250 C: 1. Dan Bass (Suz); 2. Eric Boyajian (Hon); 3. Mike Langlois (Hon); 4. Dean Fields (Hon); 5. Andy Burger (Yam).
16-24: 1. Kyle Kohler (Yam); 2. Derek Huffman (Kaw); 3. Jacob Cook (Yam); 4. Jeremy Flett (Suz); 5. Mark Lash (Suz).

25+: 1. John Sier (Kaw); 2. Allen Horne (Hon); 3. Darren Borchering (Yam); 4. Todd Flickenger (Kaw); 5. Eric Boyajian (Kaw).
30+: 1. Larry Witmer (Suz); 2. John Sier (Kaw); 3. Darren Borchering (Yam); 4. Ron Weatherholt (Kaw); 5. Rob Taylor (Yam).
35+: 1. Ron Weatherholt (Kaw); 2. Jeff Beerbower (Yam); 3. Rick Walsworth (Hus); 4. Shay Fisher (Hon); 5. Steve Holland (Suz).
40+: 1. Larry Witmer (Suz); 2. Rick Walsworth (Hus); 3. John Love (Yam); 4. Mike Root (Kaw); 5. John Herkenroder (Hon).
50+: 1. Roger Lewis (Hon); 2. Jim Adent (Suz); 3. Dave Buzalski (Suz); 4. Tom Hubbard (ATK).
NON-CUR: 1. Jeremiah Badgley (Suz); 2. Greg Keagle (Hon); 3. David Scherer (Hon); 4. Konrad Johnson (Hon); 5. Mike Decker (Hon).
WMN: 1. Jessica Beerbower (Yam); 2. Natasha Wigland (Suz).

Glen Helen Raceway Park

Willoh makes 'em weep

By Beth LaRock

SAN BERNARDINO, CA, SEPT. 10

Jeff Willoh needed a way to warm up for Saturday's 24 Hours at Glen Helen Race. He found it during the eighth round of the Friday night Glen Helen/IMS Pro Series StadiumCross Series, where he took on a combined field of nine 125cc and 250cc Pro riders.

The Honda/Tuf Racing/Thor/Fetish-sponsored Willoh proclaimed the race "a walk in the park" following his 1-1 finishes.

Following Willoh through the holeshot turn in the first moto were Michael Young, D.J. Umphres and Tim Beatty. Willoh quickly developed a comfortable lead. During the third lap, Young went down in a turn, giving several riders an opportunity to pass. Beatty passed Umphres to take second. Umphres bobbled and took a side trip off the track, allowing Danny Carlson to propel himself into third.

Coming through the pack from dead last was Donald Upton. Upton was pushed into a hay bale at the start of the moto. He crashed again halfway through the moto and still managed to charge his way into fourth place by the finish.

Willoh took the checkers, followed by Beatty, Carlson and Upton.

"I feel pretty good," Willoh said. "I haven't gotten to ride for about two weeks because I didn't have a bike. The box van we borrowed from Fetish caught on fire and burned down, taking both of my bikes in the fire."

"Everyone goes fast," Carlson commented. "You've got to get a good start. I didn't think there'd be very good passing on this track, but I got up to third from seventh, so I guess it's not so bad."

"I am finally back in shape for racing,"

Umphres said, adding with a laugh, "now I just have to remember how to stay on the track."

In the second moto, Willoh again led the pack through the holeshot turn. Upton, Young and Beatty followed. For the first three laps, Upton matched Willoh's speed turn for turn. Then Upton bobbled and lost momentum, and Willoh pulled away. Beatty passed Young for third in the fourth lap. Upton held on to second until the last lap, when he went down in a turn, losing five positions.

Willoh crossed the finish line in first, followed by Beatty, Young and Carlson.

Willoh was pleased with the win, hoping that it was an indication of how the 24-hour race would go.

"The rest of the weekend should be pretty gnarly," he predicted.

Beatty finished second overall.

"I had to come from behind in both motos," Beatty noted. "Guess that's what happens when you get bad starts. It was tough tonight. The pace was real fast."

"Willoh really looked good out there," Carlson conceded.

"I was in a turn, came out of a corner, and my hand just came off my handlebar," recounted a frustrated Upton. "I skated across my bike and tweaked my hip. A couple of times, my bike shifted out of gear into neutral coming up to the face of jumps. Sometimes you win, sometimes you fall."

Results

P/W (0-6): 1. David Meade (Cob); 2. Bryce Stewart (Cob); 3. Zakariah Chase (Cob); 4. Samuel Martinez (KTM); 5. Zachary Pilow (KTM).
P/W (7-8): 1. Nic Paluzzi (Cob); 2. Scott Noble (Cob); 3. Blake Baggett (Cob); 4. Marcus Carrillo (Lem); 5. Quad Chase (Cob).
60 (0-8): 1. Richard Sterling (Kaw); 2. Cody Tithof (KTM); 3. Scott Noble (Kaw); 4. David Meade (Kaw).
60 (9-11): 1. B.J. Bohrer (KTM); 2. Mike Meade (Kaw); 3. Jake Villalobo (Kaw); 4. Justin Damp (Kaw).
80 BEG: 1. Kris Paluzzi (Yam); 2. Charles Pearson (Kaw); 3. B.J. Bohrer (Yam); 4. Mike Meade (Kaw); 5. Matt Richardson (Kaw).
80 NOV: 1. Andrew Petrie (Kaw).
80 EX: 1. Daton Beavers (Kaw).
125 BEG: 1. Chris Avery (Yam); 2. Bruce Prochnav (Hon); 3. Jose Gardner (Yam); 4. Jeff Loop (Yam); 5. Nicholas Clanton (Yam).
125 NOV: 1. Nik Hensley (Yam); 2. Gabe Obeso; 3. David Sullins (Yam); 4. Chris McDaniels (Yam); 5. Jarrod Hensley (Hon).
125 INT: 1. Sean O'Connor (Yam); 2. Cory Gibbons (Yam); 3. Nick Alvarez (Hon); 4. Jeremiah Moore (Hon); 5. Brandon Prochnav (Hon).
125 PRO: 1. Jeff Willoh (Hon); 2. Tim Beatty (Yam); 3. Danny Carlson (Yam); 4. Michael Young (Yam); 5. D.J. Umphres (Yam).
250 BEG: 1. Ryan Roberts (Kaw); 2. Cruz Villalobo (Hon); 3. Shawne Portman (Hon); 4. Doug Covey (Hon).
250 NOV: 1. Todd Henriksen (Yam).
250 INT: 1. Brandon Prochnav (Hon); 2. Bryan Bruno (Yam).
VET BEG: 1. David Mollenian (Yam); 2. Jeff Swickard (Kaw); 3. Shawn Cordon (Yam).
VET EX: 1. Junior Mason (Suz).
SR NOV: 1. Carlos Ollervides (Hon).

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(Left) Stuart Glass and Deion Stokes became the Sidecar National Champions at the last race of the season at Costa Mesa Speedway in Southern California. (Right) At Starwest Cycle Park in Moreno Valley, California, Billy Payne topped the 125cc Pro class with a two-moto slam dunk.

Fernley International Raceway

Dyer the high flyer at Fernley Old-Timer National

By John Silva

FERNLEY, NV, SEPT. 4-5

After two days of grueling racing on the sandy Fernley track, Nevada Old-Timers' Tim Dyer had won each of the five Master A-class motos at round eight of the International Old-Timers Championship Series.

"The track was perfect all weekend," said Dyer. "The Nevada Old-Timers put on a great race, and I think everyone had a really fun weekend."

Dyer was typically in charge of the motos from the drop of the gate, but he was kept honest by the efforts of runner-up Herb Nachtigall, who finished in second place behind Dyer in all five motos. Third-place consistency gave the final podium position to Mike Perry.

Dyer wasn't the only competitor to amass a perfect score. In the Master B class, Rod Hudson was the man to beat, but no one could. Gary Gallagher and Wes Broby traded second and third place all weekend, but in the final moto, Gallagher finished ahead to capture second overall.

Washington's Wally Shearer also racked up a perfect set of first-place finishes, racing to victory in the Senior Amateur class, but it wasn't easy, as National number-two Wayne O'Brien was keeping the pressure on Shearer in all but the last moto, in which O'Brien took a spill early in the moto and eventually finished a distant second.

"I could always tell when O'Brien was getting close," said Shearer. "His rear brake squeaks like hell."

Shearer's overall win gave him a lock on first place in his class for the 1999 season.

Jim McConnell also dived with O'Brien, and the two traded paint throughout the racing (as well as second- and third-place finishes in the motos). In the end, O'Brien came out ahead, with McConnell third over Robert Waterman and Rich Kolbet.

Tony Shipman also went undefeated, posting a string of first-place finishes in the Over 40 Expert class. Joe Inman earned second overall by virtue of a second-place finish in the final moto, topping Pat Smith, Greg Burns and Doug Moore.

Ron Oleson also had a great ride, winning all but one of the five Senior Expert motos. In the only moto he didn't win, Oleson finished second behind eventual second-overall Chuck Holmes. Finishing third with 6-3-2-3-6 moto finishes was Tim Colvert.

Results

30+ BEG: 1. William Carlson; 2. Mark Favia; 3. Harry Trainor; 4. Bonnie McGregor.
30+ NOV: 1. Mike Helton; 2. Peter Mayforth; 3. Andrew Sundsboe.
30+ INT: 1. Mark Agan; 2. Cliff Walls; 3. Jay Bedwell; 4. Mark Pearce.
30+ EX: 1. Gilbert Chick; 2. Mike McMurry.
40+ NOV: 1. Vance Johnston; 2. Barry Chandler; 3. Phil Dougherty; 4. Christina Ellis; 5. Michael Heirick.
40+ AM: 1. Ken Pederson; 2. George Bory; 3. Terry Hicks; 4. Mike Ellis; 5. Kelly Hampton.
40+ EX: 1. Tony Shipman; 2. Joe Inman; 3. Pat Smith; 4. Greg Burns; 5. Doug Moore.
50+ NOV: 1. Dale Hodson; 2. Duane Quick; 3. Bill Heller; 4. G. Young; 5. Barry Simon.
50+ AM: 1. Wally Shearer; 2. Wayne O'Brien; 3. Jim McConnell; 4. Robert Waterman; 5. Richard Kolbet.
50+ EX: 1. Ron Oleson; 2. Chuck Holmes; 3. Tim Colvert; 4. Jack Baken; 5. Art McDade.
5/5R NOV: 1. Richard Orill.
5/5R AM: 1. Norm Burns; 2. Stan Woods; 3. Ron Clawson; 4. Phil Anderson; 5. Fred Parson.
5/5R EX: 1. Carl Bowling; 2. Steve Johnson; 3. George Spear; 4. Russ Johnson; 5. Duane Spence.
MSTR A: 1. Tim Dyer; 2. Herb Nachtigall; 3. Mike Perry; 4. Pete Bandenberg; 5. Larry Brown.

MSTR B: 1. Ron Hudson; 2. Gary Gallagher; 3. Wes Broby; 4. Dave Harrell.
MSTR SR: 1. Gary Chase; 2. Bart Kellogg; 3. Jim Howes; 4. Steve Machado.
SUP A: 1. Jesse Duncan; 2. Errol Keller; 3. Greg Garrison; 4. Robbie Altizer; 5. Eric Roth.
SUP A ONE DAY: 1. Scott Stillmuck; 2. Tommy Jean; 3. Kevin McGovern; 4. Greg Chapel.
SUP B: 1. Chris Taylor; 2. Blaine Willis; 3. Casey Stewart; 4. Chris Steiger; 5. Glen Greene.
SUP B ONE DAY: 1. Justin Smith; 2. Arbie Franich; 3. Justin Smith; 4. Bob Beaupre.
SUP 50: 1. Jason Shipman; 2. Jack Sutter; 3. Austin Sheen.
SUP 60: 1. Kyle Churchley; 2. Tyler Pizomo.
SUP 80: 1. Joe Shipman; 2. Josh Bory; 3. David Keil; 4. Matt Silva.

Costa Mesa Speedway

Glass & Stokes Sidecar champs

By Elaine Jones

COSTA MESA, CA., SEPT. 25

The last race of the regular season at Costa Mesa Speedway had a full house on hand to watch the final warmup for the National Championship and to see who would win the Sidecar National. The team of Stuart Glass and Deion Stokes turned in a stellar performance to win the Sidecar main, while Shawn "Mad Dog" McConnell won the Scratch main event.

The first two tries at a go in the first Scratch semi ended in major pileups and red flags. On the third try, Gary Hicks won the drag race to the first turn. Brad Oxley was right behind him and tried to move him off his line. It didn't work for Oxley, but it worked great for McConnell, as he was able to move Oxley off his line and take over second with one lap to go. His second was good enough for a direct transfer to the main, along with Hicks. Billy Janniro and Oxley moved on to the LCQ. Dukie Ermolenko was fifth.

In the second semi, Bobby Schwartz cut a great gate but Charlie Venegas went to warp speed and took the long way around; he took over the lead and never looked back. Venegas and Schwartz advanced to the main. John Aden and Bart Bast moved to the LCQ. Andy Northrup placed fifth.

In the LCQ, Bast put together a great ride to make the final transfer spot to the main.

In the main, Hicks was on the pole, with Schwartz in two and Venegas in three. McConnell and Bast were on the outside. On the first attempt, Schwartz went into the tapes and was sent to the 20-yard line. With this field, that was the kiss of death. They lined up again and this time McConnell exploded off the line and was in front from the get-go. Hicks, Venegas and Bast battled for second. On the white-flag lap, Venegas was able to get by Hicks, and then Bast found the way around. They finished in that order.

The Sidecars came down to four, and they were the best. On the pole were Glass and Stokes. Bill Matherson and Dale Leeder were in two, with Bob Brayton and Dwayne King in three and John Matherson and James Eiland in four. With almost two laps in the books, all four teams tried to get through turn four at the same time. They ended up stuck together, and a red flag came out. Bill Matherson and Leeder were sent to the penalty line. The second try lasted only one lap before they started swapping fenders and other parts, and again the red came out. This time Brayton and King were sent to the line with Matherson and Leeder. The third time they all got away clean. The throaty Ducati with the VW rear tire was out on top, and the popular team finally got a good ride - and it was at the right time and place to make them the Sidecar National Champions.



Results

SCR: 1. Shawn McConnell (GM); 2. Charlie Venegas (Jaw); 3. Bart Bast (Jaw); 4. Gary Hicks (GM); 5. Bobby Schwartz (GM).
SDCR: 1. S. Glass/D. Stokes (Duc); 2. J. Matherson/J. Eiland (Yam); 3. B. Brayton/D. King (Hon); 4. B. Matherson/D. Leeder (Yam).
SUP: 1. Mark Adams (Jaw); 2. Tim Tucker (Jaw); 3. Joe Winston (Jaw); 4. Michael Mattocks (Jaw); 5. John Vandemeulen (Wes).

Mountain View Cycle Park

Sullivan's really big shooow

By Greg Rodgers

SANDY, OR, SEPT. 19

Rory Sullivan, on his Mountain Glass-sponsored KTM, realized both holeshots in the 125cc Intermediate class at Mountain View Cycle Park and proceeded to steal the show in both motos. The race for second, third and fourth was where the action was, as Yamaha-mounted James Hanson, Honda rider Danny Hewitt and Kawasaki jockey Jody Deitz put on their own show.

In Before The Hill Expert action, Sullivan brought the curtain down on Devon Connaghan, Chris Bennett and company. Bennett pilfered both holeshots on his Bennett Framing/Holland Mortgage Co. Suzuki.

In moto one, Bennett managed to hold off a strong charge by Sullivan in the early laps. Succumbing to the pressure after going wide in a tricky corner, Bennett handed the lead to Sullivan. Bennett clung to the back of Sullivan's bike until midmoto, when Sullivan pulled away. Connaghan stayed on Bennett's rear fender and then made the pass in the entrance to the exceedingly long and energy-sapping whoop section. Devon's brother Sean freight-trained behind Bennett until Connaghan's motor let go as he attempted to pass Bennett. Will Wallace picked up where Sean Connaghan left off and followed Bennett to the checkers.

Bennett got the holeshot in the second moto, but Sullivan got by on the first lap. Then Connaghan passed Bennett for second, after a valiant effort by Bennett in a duel that included bar-banging and blocking with Connaghan. Bennett managed to hold on to third place, enduring a late-moto charge by Deitz, who kept pace with the leaders in both motos after recovering from bad starts.

In other racing action, Mike Sheel, in his professional motocross debut, pulled off a second 125cc Pro moto win. Phil Baggerbattaglia breezed to double moto wins in the 250cc Novice class. Doug Gravelle showed real staying power in the 95-degree heat and won the second Vet Pro moto, earning third overall on the day, behind Greg Rodgers and Tony Coca. Coca also remained tough in the midday heat, finishing a very strong second to Gravelle and taking second overall.

Results

P/W (4-6): 1. Steel Davidson (Cob); 2. Taylor Feller (Cob); 3. Tyler Holweger (Kaw); 4. John Dickerson (Cob); 5. Brad Frace (Cob).
P/W (7-9): 1. Landon Currier (Cob); 2. Gared Steinke (Cob); 3. Noah Westerhuis (KTM); 4. Chris Meeker (KTM).
P/W (6-8): 1. Alec Watts (Kaw); 2. Gared Steinke (KTM); 3. Ben Enebo (Kaw); 4. Tyler Holweger (Kaw); 5. Joshua Bland (Kaw).
P/W (9-11): 1. Sean Berglund; 2. Rhett Johnson; 3. Blake Anglen; 4. Spencer Ridman; 5. Tim Capps.
80 BEG: 1. Josh Webb (Kaw); 2. Brandon Ketner (Yam); 3. David Burgess (Hon); 4. Kyle Moore (Kaw); 5. Ben Anglen (Suz).
80 NOV: 1. James Hamilton (Hon); 2. Dan Hamilton (Kaw); 3. Anthony Cerruti (Yam); 4. Eric Turner (Yam); 5. Drew Davis (Hon).
S/MINI: 1. Anthony Cerruti (Yam); 2. Eric Turner (Yam); 3. Jeff Snow (Yam); 4. James Barrett (Hon); 5. Drew Davis (Hon).
WMN: 1. Cici Gilcrease (Yam); 2. Jenny Hewitt (Harley).

125 BEG: 1. Tyrone Moschetti (Hon); 2. R.D. Hall (Hon); 3. Jeremy Wells (Hon); 4. Travis Moschetti (Hon); 5. Chad Renhard (Hon).
125 NOV: 1. Will Wallace (KTM); 2. Bryan Thibedeau (Kaw); 3. Chase Major (Kaw); 4. Jason Loomis (Suz); 5. Jason Gilcrease (Yam).
125 INT: 1. Rory Sullivan (KTM); 2. James Hanson (Yam); 3. Jody Deitz (Kaw); 4. Travis Mackell (Hon); 5. Dan Hewitt (Hon).
125 PRO: 1. Mike Sheel (Yam).
250 BEG: 1. A. Ashley (Hon); 2. Tom Miltonberger (Kaw); 3. Jamie Scott (Hon); 4. Brian Danill (Hon); 5. Steve Enebo (Kaw).
250 NOV: 1. Phil Baggerbattaglia (Hon); 2. Matt Burrell (Hon); 3. Jacques Varwell (Kaw); 4. Ed Wagner (Kaw); 5. Jack Gilmore (Kaw).
250 INT: 1. Devon Connaghan (Hon).
250 PRO: 1. Larry Jones (Kaw); 2. Ryan Leach (Yam); 3. Roby Leach (Yam).
OPEN BEG: 1. Dave Roman (Kaw); 2. Shane Orton (Hus); 3. Bob McAllister (Hon); 4. Karl Dukeson (Kaw); 5. Steve Enebo (Kaw).
OPEN NOV: 1. Rick DaSilva (Yam); 2. Vincent Kuni (Yam).
OPEN INT: 1. Ken Palfenier (Yam).
BTH EX: 1. Rory Sullivan (KTM); 2. Devon Connaghan (Kaw); 3. Chris Bennett (Suz); 4. Jody Deitz (Kaw); 5. James Hanson (Yam).
UTH AM: 1. Jeff Eoson (Hon); 2. Don Sook (Hon); 3. Matt Burrell (Hon); 4. Ed Wagner (Kaw); 5. Alex Skorodoff (Yam).
UTH EX: 1. Tony Coca (Hon); 2. Ken Palfenier (Yam).
VET C: 1. Pat Wade (Hon); 2. Alan Toetly (Kaw); 3. Jeff Stob (KTM); 4. Karl Dukeson (Kaw); 5. Steve Mitchell (Yam).
VET PRO: 1. Greg Rodgers (Hon); 2. Tony Coca (Hon); 3. Doug Gravelle (Yam); 4. David Browning (Yam).
40+ AM: 1. Ben Bramlett (Hus); 2. Greg Chapman (Yam); 3. Jeff Stob (KTM).
40+ NOV: 1. Rod Kentner (Hon); 2. Gary Bonds (KTM).
40+ EX: 1. Greg Rodgers (Hon); 2. Tim Sullivan (Hus).

Starwest Cycle Park

Pure Payne

By Tony Alessi

MORENO VALLEY, CA, SEPT. 18

It was pure Payne for the combined Pro class as Billy Payne wreaked havoc upon the field with a two-moto slam dunk during Saturday night motocross at Starwest Cycle Park.

Payne yanked a big holeshot during the first moto, in which the 125cc Pros, Intermediates and Novices were combined together.

Payne quickly put distance between himself and the other Pros, but oddly enough, Novice rider Nic Hensley stayed within sight of Payne for nearly half the moto.

"This was a great learning experience," said Hensley. "Now I think I am ready to turn Intermediate, probably after the Branson MX Championships in October."

Payne went on for both moto wins, with Novice-class winner Hensley finishing second overall in both races. Pros Ed Redman and David Hughes fought for second in the Pro class all night, with Hughes and his IMS-sponsored Yamaha getting the nod.

Donnie "Earthquake" Kearney kept his win streak going with two more moto wins in the 65cc (0-8) class.

Kearney was head and shoulders above the rest, winning by a margin of half a track and topping David Falcon and Chris Taft.

"Next year, we are going to concentrate on the 65cc class only," said Dr. Don Kearney. "No more Pee Wees for little Don."

Nic Paluzzi topped the Pee Wees with a hands-down runaway in the single-moto Pee Wee final.

Results

Small Track
50 STK STRTR (4-6): 1. Brooke Bohannon (KTM); 2. Nick Serrano (KTM); 3. Micah Callison (Yam); 4. Brian Becubin (Suz); 5. Kyle Brown (Yam).
50 STK STRTR (7-8): 1. Michael Lish (Yam).
50 STK BEG (4-6): 1. Carlos Don (KTM); 2. Andy Mulgrew (KTM); 3. Shawn Gritten (KTM).
50 STK BEG (7-8): 1. Brent Bohannon (Cob); 2. Paula Pitsonka (KTM); 3. Mike Callison (KTM); 4. Chad Smith (KTM).
50 STK NOV (0-8): 1. Kieffer Silva (KTM); 2. R.J. Hoch (KTM); 3. Kevin Smyj (KTM).
50 MOD BEG (4-6): 1. Shawn Gritten (KTM); 2. Andy Mulgrew (KTM).
50 MOD BEG (7-8): 1. Mike Callison (KTM).
JR 50: 1. Carlos Don (Yam); 2. Megan Flores (Yam).
50 MOD B (0-8): 1. Kieffer Silva (KTM); 2. Kevin Smyj (KTM); 3. R.J. Hoch (KTM).
Main Track
50 (4-6): 1. Daniel Paluzzi (Cob).
50 (7-8): 1. Nic Paluzzi (Cob); 2. Jake Mendenhall (KTM); 3. Lars Freistat (KTM).
50 STK: 1. Jake Mendenhall (KTM); 2. Dave Falcon (KTM).
50 MOD: 1. Nic Paluzzi (Cob); 2. R.J. Hoch (KTM).
50 S/P/W: 1. Daniel Paluzzi (Cob).
60 STRTR: 1. Jesse James (Kaw); 2. David Falcon (Kaw); 3. Christopher Taft (Kaw).
60 (6-8): 1. Donnie Kearney (KTM); 2. David Falcon (Kaw); 3. Christopher Taft (Kaw).
60 (9-11): 1. Shawn Hayes (KTM); 2. Travis Freistat (KTM); 3. Dana Dreier (Kaw); 4. Jacob Samuel (Kaw); 5. Curtis Malellan (Kaw).
80 BEG (0-11): 1. Austin Prescott (Suz).
80 (0-11): 1. Kameron Silva (Yam).
80 BEG (12-16): 1. Brandon Freistat (Hon); 2. Robert Ellis (Hon); 3. Kellen Kerbs (Yam).
80 (12-13): 1. Daniel Taft (Kaw).
125 BEG: 1. Andre Lopez (Yam); 2. Collin Silva (Yam); 3. B.J. Burns (Yam); 4. Jonathan Robinson (Kaw); 5. Ryan Morris (Yam).
125 NOV: 1. Nicholas Hensley (Yam); 2. Ryan Bromage (Yam).
125 INT: 1. Michael DesRosiers (Suz).
125 PRO: 1. Billy Payne (Kaw); 2. David Hughes (Yam).
250 PRO: 1. Ed Redman (Hon).
25+ NOV: 1. Eric Christiansen (Yam).
30+ NOV: 1. Todd Freistat (Yam).

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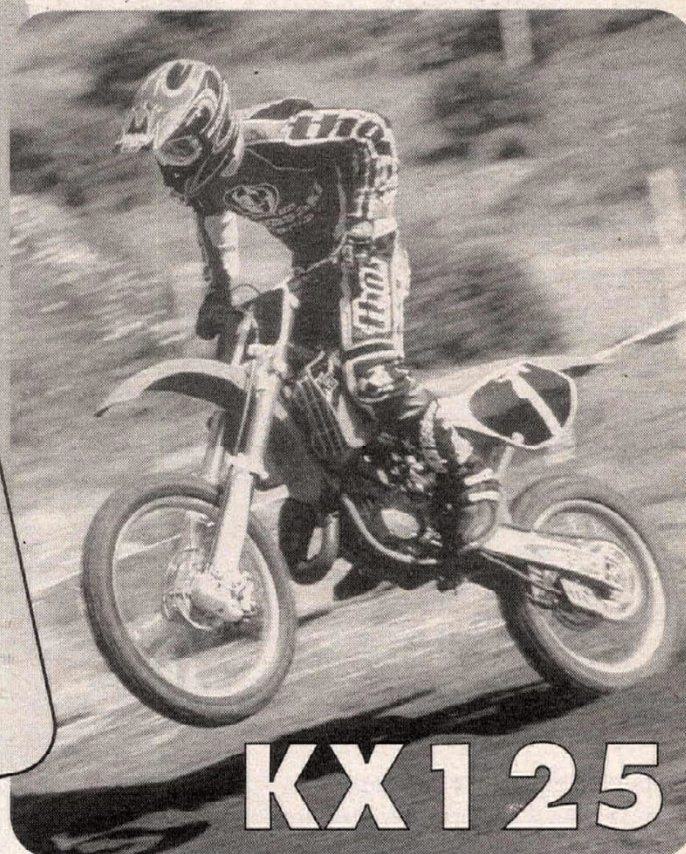
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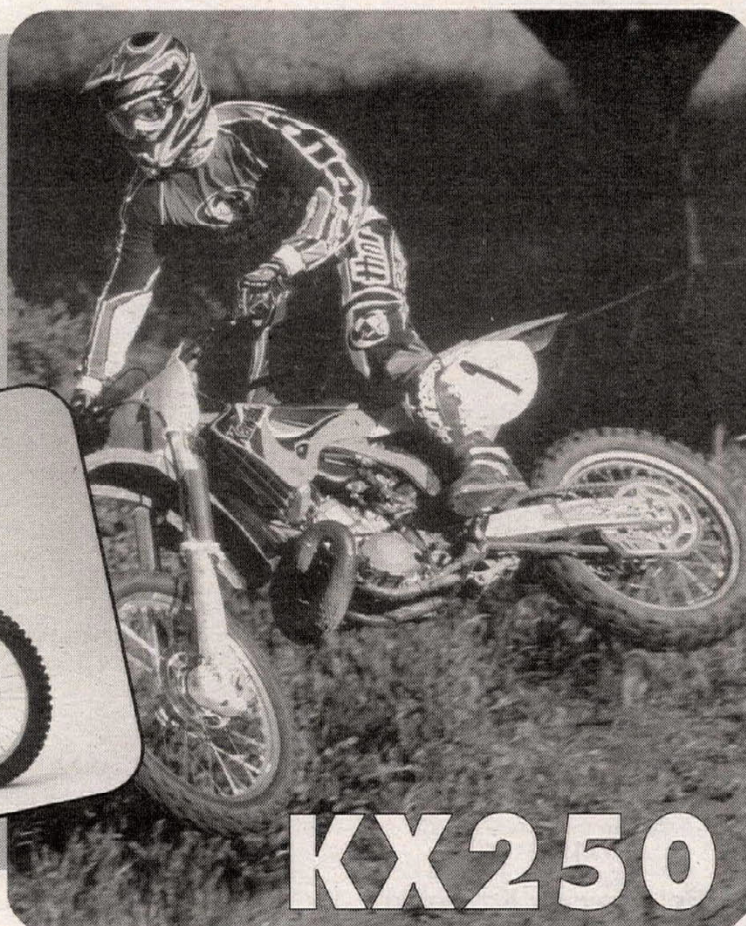
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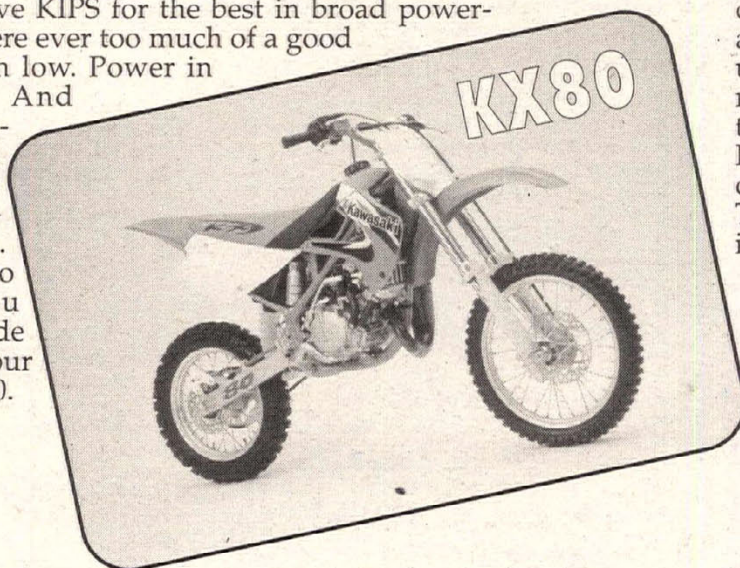
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Costa Mesa Speedway

Hicks, Janniro shine

By Elaine Jones

COSTA MESA, CA, SEPT. 18

With only two more weeks till the National, the boys from up North made the trip down to Costa Mesa to get the feel of the smaller track and to see what the boys from the south have in their arsenal. Gary Hicks took the win in the Scratch main event, and Billy Janniro came away with the Handicap main-event win.

It was also Legends Night. Steve Columbo and Steve Donovan came away with a split, while Doug Nicol bested his nephew Donnie Odom. Pat Hawley lost to Dubb Farrell, and Sonny Nutter put on a solo exhibition and told the fans it would be his last time on a speedway bike. Scott Brant, fresh from knee surgery, also told the fans he would not be competing anymore. He will be missed.

In the first Scratch semi, Bart Bast cut an awesome gate and went wire to wire, Andy Northrup was a solid second, and both moved to the main. Brad Oxley and Janniro moved on to the LCQ.

On the first shot at the second Scratch semi, Eddie Castro got into the tapes and was sent to the 20-yard line. On the second try, everyone got away clean, with Hicks outgating the field. After two laps, Castro ran into Bobby Schwartz, spinning Schwartz around and bringing out the red. This time the ref disqualified Castro, and they lined up one more time. Again, Hicks got the gate and put some distance between himself and second-placed Schwartz. These two moved to the main, and Dukie Ermolenko and Castro went to the LCQ.

Ermolenko had the best gate in the LCQ, but Castro was in the lead after the first lap. Oxley got by Ermolenko on the second lap but just couldn't catch Castro, and Castro took the final spot in the Scratch main.

Hicks again came away with the pole as they lined up for the Scratch main. Schwartz was in two, with Northrup in three. Castro was in four and Bast in five. Schwartz cut the best gate, but Hicks turned on the afterburners and ran away from the field. Northrup held on to second. Castro was third, with Bast and Schwartz fourth and fifth.

In the Handicap main, the lowest yardage was the 40, and Janniro, Randy DiFrancesco and Ermolenko were sharing it. John Aden, Northrup and Bast lined up on the 50, with Venegas and Hicks on the 60. DiFrancesco made it to the corner first, but one lap later Janniro took over the front. Two laps in, Hicks lost a chain and was on the ground. Ermolenko laid his bike down to keep from hitting him. Hicks suffered a cut on his head and was unable to restart.

A single-file start saw Janniro out front and DiFrancesco looking for a way by. Northrup was holding on to third, but with one lap to go, Venegas moved into second and stayed there to finish a close second to Janniro. DiFrancesco dropped to third, with Northrup fourth.

Results

SCR: 1. Gary Hicks (GM); 2. Andy Northrup (Jaw); 3. Eddie Castro (Jaw); 4. Bart Bast (Jaw); 5. Bobby Schwartz (GM).
HDCP: 1. Billy Janniro (Jaw); 2. Charlie Venegas (Jaw); 3. Randy DiFrancesco (Jaw); 4. Andy Northrup (Jaw); 5. Dukie Ermolenko (GM).
SDCR: 1. B. Brayton/D. King (Hon); 2. J. Matherson/J. Eiland (Yam); 3. S. Morrow/C. Chapman (Suz); 4. B. Matherson/D. Leeder (Yam).
SUP: 1. Randy Skinner (Jaw); 2. Tim Tucker (Jaw); 3. Bill McCarley (Wes); 4. Marvin Sonnier (Jaw); 5. Bentley Barrett (Jaw).
SUP B: 1. Danny Perkins (Wes); 2. Dave Delbridge (Wes); 3. Shawn Harmatiuk (Wes); 4. Paul Hitchcock (Jaw); 5. Hector Quevedo (Wes).



Hunt Moto Park

Lucas, by George!

By Michael Harasmisz
Photo by Lyle Morgan

HUNT, NY, SEPT. 5

Warp Drive/Pro Action suspension wizard Bart Lucas took time out from his busy schedule of dialing in riders' suspensions to ride the challenging Hunt Moto Park track, and he took the overall in the Over 30 class with a hard-fought 3-1 moto score at the 10th annual Scott USA Day. Some 400 riders turned out to compete under sunny skies with temperatures in the 80s, which made for a great day of racing. Class winners went home with Scott goggles for their efforts, while other top-placing riders won Scott grips and tear-offs.

When the first Over 30 moto left the line, Gary Michael was in the lead, with Rich Dool and Lucas close behind. Michael opened up a large lead as Dool and Lucas battled over second place. Midway through the moto, Lucas went down coming off the hairpin downhill, bringing the spectators to their feet. With Michael taking the win and Dool in second, Lucas remounted to circulate a distant third, which was where he finished.

Dool grabbed the second-moto holeshot, with Lucas and Michael close behind. Dool pulled out a small lead over Lucas as Michael dropped off the pace in third. On lap two, Dool stalled his YZ400, handing the lead over to Lucas. Lucas enjoyed his lead, trying different lines - and not quite realizing that Dool had restarted his bike and was closing very quickly with a lap to go. It might have been a close finish, but Dool lost his back end exiting a corner. Lucas took the moto win, with Dool finishing second for second overall. First-moto winner Michael was a distant third for third overall. This made for a three-way tie on moto scores, with his second-moto victory garnering the overall for Lucas.

Results

P/W SHAFT: 1. Nathan Couse (Yam); 2. Kyle Biltman (Yam); 3. Joshua Loucks (Yam); 4. Zachary Miller (Yam); 5. Hunter Farland (Yam).
P/W CHAIN: 1. Ryan Neidrauer (Cob); 2. Austin Crouse (Cob); 3. Doug Wolf (Cob); 4. Kyle Kennard (Cob); 5. Billy Przinsdar (Cob).
60: 1. Brandon Meir (Kaw); 2. Frank Burns (Kaw); 3. Chad Dunning (Kaw); 4. Alan Sigismundi (Kaw); 5. Michael Potts (KTM).
MINI JR: 1. Cody Dunning (Kaw); 2. Brandon Meir (KTM); 3. Chad Dunning (Kaw); 4. Matthew Flint (Yam); 5. John Young (Kaw).
MINI SR: 1. Jason Doyle (Yam); 2. Andrew Sherdin (Hon); 3. Michael Silvarole (Kaw); 4. Curt Jones (Yam); 5. Billy Macker (Hon).
MINI COMB: 1. Jason Doyle (Yam); 2. Cody Dunning (Kaw); 3. Michael Silvarole (Kaw); 4. Matthew Eastman (Kaw); 5. Andrew Sherdin (Hon).
125 SCHBY: 1. Brandon Kuhn (Yam); 2. Donny Williams (Yam); 3. Aaron Shepherd (Hus); 4. Josh Utberg (Kaw); 5. Kevin Hall (Yam).
16-24 COMB: 1. Jamie Robinson (Kaw); 2. Matt Morgan (Suz); 3. Nigel Martin (Suz); 4. Bob Neiss (Suz); 5. Jim Klick (Kaw).
125 BEG: 1. Brett Steffan (Kaw); 2. Bryce Steffan (Kaw); 3. Matthew Stickler (Hon); 4. Nathan Crofoot (Suz); 5. Joe Williams (Suz).
125 NOV: 1. Josh Utberg (Kaw); 2. Kevin Hall (Yam); 3. Daniel Placek (Yam); 4. Andrew Gabrielli (Hon); 5. William Miller (Yam).
125 AM: 1. Brandon Kuhn (Yam); 2. Matt Morgan (Suz); 3. Nigel Martin (Suz); 4. Mark Beeher (Hon); 5. Donny Williams (Yam).
125 EX: 1. Billy Silvarole (Kaw).
250 BEG: 1. Paul Baetzold (Kaw); 2. Giancarlo Giannini (Kaw); 3. Richard Saxby (Hon); 4. Leon Ilardi (Hon); 5. Nick Brown (Yam).
250 NOV: 1. Sean Ray (Yam); 2. Paul Sentineal (Kaw); 3. David Murphy (Yam); 4. Jeff Langer (Hon); 5. Rudy Ugialoro (Kaw).
250 AM: 1. Jamie Robinson (Kaw); 2. Bob Neiss (Suz); 3. Jerry McCarthy (Yam); 4. Brian Wellman (Yam); 5. Mark Klein (Yam).
250 EX: 1. Billy Silvarole (Kaw); 2. Gary Michael (Yam); 3. Rich Dool (Yam).
VINT/WDS: 1. Dan Morgott (Kaw); 2. Ron Wolf (Yam); 3. Don Clarke (Suz); 4. John Young (Suz); 5. Dave Carman (Yam).

(Above left) Matt Morgan roared to second in 125cc Amateur action at Hunt Moto Park in New York.

(Above right) At Dutch Sport Park in Bloomingdale, Michigan, Tom Osmialowski (490) took the overall victory ahead of Brandon Fritts (28), Tony Milks (14) and 25 other riders in the 125cc B class.

25+ A: 1. Billy Silvarole.
25+ B: 1. Tim Devay (Kaw); 2. Brian Wellman (Yam); 3. Mark Klein (Yam); 4. Ron Sanger (Hon); 5. Brian Tyler (KTM).
SR A: 1. Bart Lucas (Hon).
SR B: 1. Tim Devay (Kaw); 2. Jim Vogt (Kaw); 3. John Young (Suz); 4. Ben Atkinson (Kaw); 5. Don Clarke (Suz).
SR C: 1. Jeff Langer (Hon); 2. Giancarlo Giannini (Kaw); 3. Rudy Ugialoro (Kaw); 4. Perry Brandon (Hon); 5. Aaron Rouse (Kaw).

Dutch Sport Park

Osmo on it

By Larry Witmer

BLOOMINGDALE, MI, SEPT. 19

Tom "Osmo" Osmialowski bested the 28 riders in the 125cc B division on his Suzuki. Brandon Friars, Kyle Kohler and the "Milk Man," Tony Milks, all took shots at Osmo, but the RM rider came away with 2-1 moto scores.

In the opening 125cc B moto, Kohler absconded with the holeshot on his YZ. Coming into the second-corner sweeper, Osmialowski was second, Mitch Dervin was third, Derek Rose was fourth, and Jon Logan was fifth. Rose displaced Dervin in the Sandbox switchbacks for third.

Osmialowski kept Kohler's pace, and the duo drew away from the field. Rose was a tick off the front-runners' pace. Logan was charging in fourth, but a quick trip to the soil in the new off-camber corner slowed his progress. Logan quickly remounted, but the front-runners were long gone.

As the white flag flew, Osmialowski took the tight inside line just after the finish line. Kohler stayed close to his rival and retook the lead in the off-camber corner. Kohler came home with the win, followed by Osmialowski, Rose, and Brandon Fritts. Logan's YZ died on the last lap.

The second-moto holeshot went to Osmialowski, with Joe Kersanty second, Kohler third and Milks fourth. Osmialowski pulled a two-second advantage on the opening lap. Kohler went down in the Sandbox switchbacks, ending his day. Fritts started in fifth but was on fire, with the hard and slick track to his liking. Fritts passed Milks and Kersanty in the back rockers on the second lap, moving into the runner-up slot, but Osmialowski was gone up front.

Fritts chipped away at the advantage Osmo had built early in the moto. Kersanty was running third, with Milks on his trail. Judd Bagladi moved past Derek Huffman into fifth.

Osmialowski came home with the win, just ahead of the hard-charging Fritts. Kersanty was third, Milks fourth and Bagladi fifth.

"That was fun, dicing with Kohler in the first moto," Osmialowski said in the winner's circle. "(In the) second moto, I nailed the holeshot and rode my pace and lines. It worked great. My favorite section is the Pro Action tabletop-jump area. I have some great sponsors I would like to thank, and they are Grace Performance, MCR, Thor, Smith, CTI, and Bridgestone tires. Oh, yeah - much thanks goes out to the Dutch Sport track for their continued improvements to the track. This place is great!"

Results

AUTO SHAFT (4-8): 1. Cameron Booth (Yam); 2. Zach Bassler (Yam); 3. Doug Moline (Yam); 4. Matt Kovach (Yam); 5. Cody McClellan (Yam).
AUTO (4-6): 1. James Schmaus (Cob); 2. Jacob McCraner (Cob); 3. Michael Martin (Cob); 4. Doug Moline (Cob); 5. Brandon Mercer (Cob).
AUTO (4-8): 1. Dominic Izzi (Cob); 2. Tom Fisher (Cob); 3. Matt Watson (Cob); 4. Jared Cline (Cob); 5. A.J. Alleshouse (Cob).
60 (7-11): 1. Dominic Izzi (Kaw); 2. Brett Wagner (Kaw); 3. Michael Chapman (Kaw); 4. Josh Radi (Kaw); 5. Brandon Cooley (Kaw).
60 BEG: 1. Britton Mears (Kaw); 2. Bob Wisniewski (Kaw); 3. Dean Waggoner (Kaw); 4. Rui Azevedo (Kaw); 5. Rory Short (Hon).
80 BEG: 1. Kevin Clark (Yam); 2. Henry Dallaine (Kaw); 3. Rory Root (Yam); 4. Ryan Boutell (Kaw); 5. Ryan Watson (Yam).
80 (7-11): 1. Jerry Lorenz (Yam); 2. T.J. Auten (Suz); 3. Matieusz Jacharey (Hon); 4. Alan Butzin (Hon); 5. Travis Sewell (Hon).
80 (12-15): 1. Nick Vaughn (Kaw); 2. Brad Smith (Hon); 3. Brent Miller (Hon); 4. Adam Cole (Kaw); 5. Matt Walsworth (Hon).
80 OPEN: 1. Brad Smith (Hon); 2. T.J. Auten (Suz); 3. Brent Miller (Hon); 4. Jerry Lorenz (Yam); 5. Travis Sewell (Hon).
125 (12-15): 1. Mitch Sluder (Kaw); 2. Kyle Bagladi (Yam); 3. Mitch Dervin (Yam); 4. Kirk Newman (Yam); 5. Aaron Williams (Yam).
125 A: 1. John Penrod (Kaw); 2. Greg Andrews (Kaw); 3. Danie Larder (Yam); 4. Carey West (Yam).
125 B: 1. Tom Osmialowski (Suz); 2. Brandon Fritts (Hon); 3. Tony Milks (Hon); 4. Joe Kersanty (Suz); 5. Derek Huffman (Kaw).
125 C: 1. Kyril Brown (Yam); 2. Andy Sherwood (Kaw); 3. James Roy (Hon); 4. Matt Zielke (Yam); 5. Monty Craven (Suz).
250 A: 1. John Penrod (Kaw).
250 B: 1. Joe Kersanty (Suz); 2. Tony Milks (Hon); 3. Adam Burke (Yam); 4. Jon-Eric Burleson (KTM); 5. Tim Ritchie (Yam).
250 C: 1. Larry Shull (Kaw); 2. Andy Burger (Yam); 3. Chris Dell (Hon); 4. Dan Davis (Hon); 5. Dan Earl (Yam).
NON-CUR: 1. Brandon Fritts (Hon); 2. Bruce Sneller (Kaw); 3. Mike Cullinane (Suz).
WMN: 1. Jessica Beerbower (Yam); 2. Katie Auten (Hon).
16-24: 1. Kyle Kohler (Yam); 2. Derek Huffman (Kaw); 3. Kyril Brown (Yam); 4. Jacob Drenth (Hon); 5. Jon Logan (Yam).
25+: 1. John Sier (Kaw); 2. Jon-Eric Burleson (KTM); 3. Jason Radke (Hon); 4. John Sandman (Hon); 5. Matt Schuelke (Yam).
30+: 1. Victor Edgar (Suz); 2. Todd Flickenger (Kaw); 3. Darren Borchering (Yam); 4. Danie Larder (Yam); 5. Ronnie Weatherholt (Kaw).
35+: 1. Todd Flickenger (Kaw); 2. Dave Mack (Yam); 3. Ronnie Weatherholt (Kaw); 4. Rick Walsworth (Hus); 5. Fred Mervau (Kaw).
40+: 1. Larry Witmer (Suz); 2. Rick Walsworth (Hus); 3. Doug Grotler (Hon); 4. William Swims (Kaw); 5. Michael Root (Kaw).
50+: 1. Roger Lewis (Hon); 2. Harold Butzin (Suz).

New Hartford MX Park

Dak attack!

By Rick Nootnagel

NEW HARTFORD, IA, SEPT. 19

The Rambling Wheels Motorcycle Club of Waterloo, Iowa, wrapped up its AMA District 22 racing series with a host of top riders from across the state in attendance. In 125cc A action, the Atomic-22/Hickman Racing/GP Motorsports Honda-mounted Mike Dakovich hammered his competition with 1-2 moto finishes to take the overall win. After a runaway first moto, "Dak" was surprised by hard-charging YZ pilot Reed Harris, who took control early and held a slight one-second advantage to take moto two. Mitch Thompson was a close third.

The wet and tacky track conditions got slightly ruttled as the day progressed. This was no problem for up-and-coming minicycle racer Lucas Peters of Mason City, Iowa. Peters dominated the 50cc Senior class with 1-1 moto finishes. A surprised crowd watched as Peters used the power of his RLP Specialties Cobra 50 to blast the double jump. Samantha Aunspach of Des Moines was second overall with 2-3 finishes on her trusty KTM.

When the Unlimited A class roosted from the starting line, KX rider Rusty Hagarty escaped with the lead, and it appeared he would pull away to take moto one. However, a determined, YZ-mounted Scott Meyer chipped away at Hagarty's lead, pressured the leader, and took control to win. Hagarty was second, with YZ-mounted Mike Fuller a close third.

A moment after the rubber band snapped for moto two, Honda-mounted Mitch Thompson checked out and was not challenged. Shawn Woodward held second, while Matt Hagarty and his brother Rusty sliced through the tightly bunched pack. Thompson took the checkers, with Woodward second. But the story of the day was that Meyer picked off the Hagarty brothers to sneak in for third and the overall win with 1-3 moto finishes.

Results

125 A: 1. Mike Dakovich (Hon); 2. Reed Harris (Yam); 3. Mitch Thompson (Hon).
125 B: 1. Sam Olson (KTM); 2. Paul Nickel (Hon); 3. Burt Murphy (Yam).
125 C: 1. Austin Quinn (Hon); 2. Brandon Simon (Suz); 3. Tory Reingans (Hon).
16-24: 1. Dusty Klein (Yam); 2. Eric Coulter (Kaw); 3. Sam Olson (Hon).
250 A: 1. Tony Wenck (Yam); 2. Dana Hunt (Yam); 3. Mike Dakovich (Hon).
250 B: 1. Dusty Klein (Yam); 2. James Braun (Hon); 3. Brad Hepp (Hon).
250 C: 1. Eric Coulter (Yam); 2. Matt Eggers (Suz); 3. Jason Koch (Suz).



Ryan Riess placed second in both motos and walked away with the 125cc Novice crown during California Racing Club's Saturday night motocross in Palmdale.

25+ A: 1. Bryan Hunt (Hon); 2. Dana Hunt (Yam); 3. Robert Palmer (Hon).
 25+ B: 1. Rick Retterath (Kaw); 2. Jay Edwards (Yam); 3. Mark Goldner (Hon).
 30+ B: 1. Jay Edwards (Yam); 2. Alan Wolf (Kaw); 3. Mark Goldner (Hon).
 40+: 1. Joe Murphy (Yam); 2. Jim Hickman (Yam); 3. Jerry Bumgardner (Hon).
 50 JR: 1. Jed Seeman (Hus); 2. Alex Mariner (Cob); 3. Bobby Hanson (KTM).
 50 SR: 1. Lucas Peters (Cob); 2. Samantha Aunsbach (KTM); 3. Trevor Stanerson (Lem).
 65: 1. Skylar Laughlin (Kaw); 2. Daniel Gifford (KTM); 3. Jordan Graham (KTM).
 85 JR: 1. Nathan Kimball (Yam); 2. Ross Vanderheyden (Yam); 3. Kyle Kerns (Hon).
 85 SR: 1. Luke Lodge (Hon); 2. Randy Hanson (Hon); 3. Scott Laughlin (Hon).
 AHRMA: 1. Terry Sorenson (Suz); 2. Pat Nickel (Pen); 3. Brad Kennard.
 OPEN: 1. Vincent Wolrab (Yam); 2. Dave Bordewyk (Yam); 3. Brad Kennard (Tri).
 RWYB: 1. Alex Bumgardner (Yam); 2. Larry Kalke (Kaw); 3. Todd Thorson (Hon).
 U/L A: 1. Scott Meyer (Yam); 2. Rusty Hagarty (Kaw); 3. Mitch Thompson (Hon).
 WMN: 1. Tiffany Witte (Suz); 2. Amy Koch (Suz); 3. Angela Lennox (Hon).

Los Angeles County Raceway

Riess steams to the overall

By Greg Robertson

PALMDALE, CA, SEPT. 18

Ryan Riess walked away with the 125cc Novice-class overall honors without winning either moto at Los Angeles County Raceway during California Racing Club's weekly Saturday night motocross.

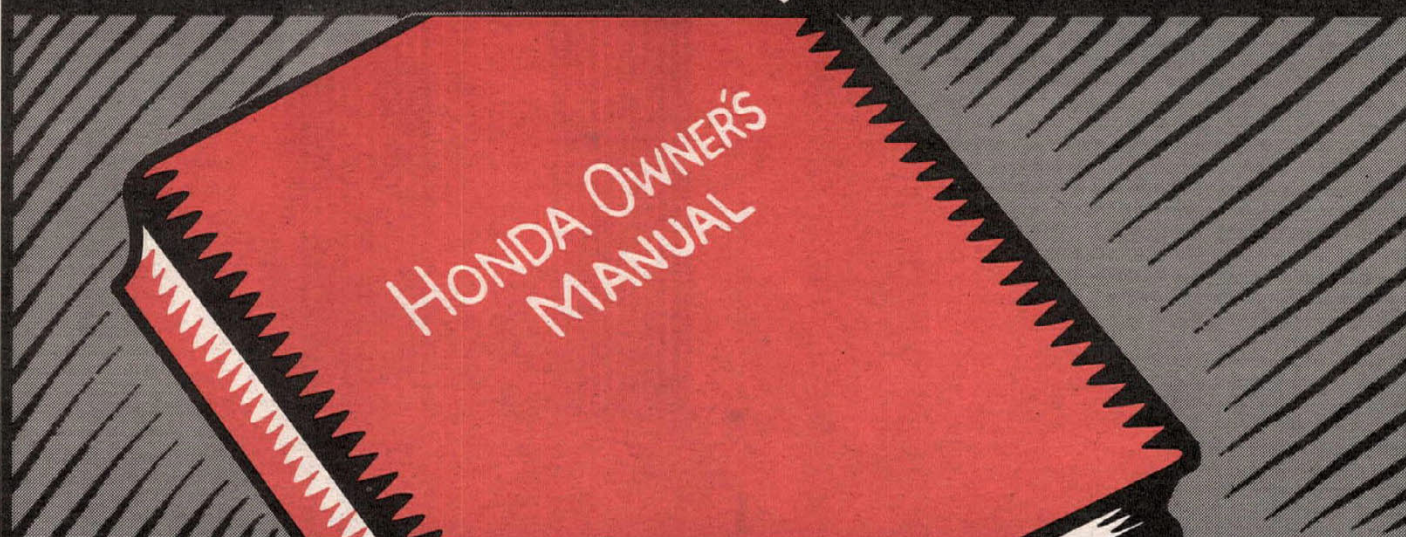
In first-moto action, Caleb Gosselaar jumped out to an immediate lead and then ran away and hid for the win. T.J. Dee and Bobby Steffan held down second and third, respectively, up until the halfway mark, when Riess got around them both. Riess went on to finish second on his Warpt/Rocket Rex/IMS/FMF/Bridgestone-backed YZ125, with Steffan passing Dee for third just before the checkers.

Josh Bagge, who bounced around midpack in the first moto to eventually finish fifth, came out smoking in the second round and went wire to wire for the win on his Honda. Riess and Gosselaar traded second place back and forth a couple of times, with Riess coming out on top on the final lap to go 2-2 on the night and edge out the 1-3 of Gosselaar for the overall. Bagge's second-moto win gave him the third-place trophy over the 3-4 of Steffan and 4-5 of Dee.

It wasn't even close in the 125cc Beginner class, as Temple City Power Sports-sponsored Matt Gomez turned a couple of good starts into uncontested victories. Ryan Happy worked his way up into a pair of runner-up finishes. Kevin Williams came from the depths of the pack to earn a third in moto one and then dogged Happy throughout round two to pick up the third-place trophy, over Travis Menterian and Jonathan Gilliam.

Christopher Tocco was equally impressive in the 125cc Intermediate ranks. He absconded with the holeshot in both motos aboard his AGV/SVC/FMF/O'Neal/Smith-sponsored Yamaha and let everyone else fight over second place. Shaun Trabert made his Intermediate-class debut a successful one by going 3-2 to edge out the 2-3 of Todd Gosselaar for second overall. Donnie Durrer and Jimmy Eberle rounded out the top five.

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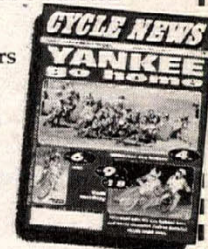


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CN



Results

P/W YAM BEG: 1. Nick Franco (Yam); 2. Conner White (Yam).
P/W ADV: 1. Matthew Popp (HM).
P/W 60: 1. Chandler Quimette (KTM).
S/P/W (4-6): 1. Keith Robinson (Cob); 2. Chandler Quimette (KTM).
S/P/W (7-9): 1. Michael Truglia (Cob); 2. Bryce Terzian (KTM); 3. Tommy Aquino (Cob); 4. Chris Brackett (KTM); 5. Cale Summerford (KTM).
60 BEG: 1. J.B. Peek (Kaw); 2. James Jenkins (Kaw).
60 (9-11): 1. Drew Gosselaar (Kaw); 2. Preston Lundin (KTM); 3. Ken Slater Jr. (KTM); 4. Timmy Ritzler (Kaw); 5. Bryce Terzian (KTM).
80 BEG: 1. Tyler Gunn (Hon); 2. Tanner Alexander (Suz); 3. Daniel Cagle Jr. (Hon); 4. Nick Simpson (Hon); 5. Bobby Tryon (Kaw).
80 (7-11): 1. Nick Sanchez (Suz); 2. Tanner Langham (Kaw).
80 (12-13): 1. David Norris (Hon); 2. Ricky Parks (Yam).
80 (14-16): 1. Garrett Eberle (Yam); 2. Mike Epstein (Hon).
S/MINI: 1. Mike Epstein (Yam).
WMN: 1. Ciara Dessiree Silfies (Hon).
125 BEG: 1. Matt Gomez (Kaw); 2. Ryan Happy (Yam); 3. Kevin Williams (Yam); 4. Travis Menterian (Hon); 5. Jonathan Gilliam (Yam).
125 NOV: 1. Ryan Riess (Yam); 2. Caleb Gosselaar (Hon); 3. Josh Bagge (Hon); 4. Bobby Steffan (Kaw); 5. T.J. Dee (Hon).
125 INT: 1. Christopher Tocco (Yam); 2. Shaun Trabert (Kaw); 3. Todd Gosselaar (Hon); 4. Donnie Durrer (Suz); 5. Jimmy Eberle (Yam).
125 PRO: 1. Christopher Gosselaar (Hon).
250 BEG: 1. Danny Simon (Yam); 2. Christopher Leiker (Hon); 3. Aaron Bjork (Yam); 4. Bryan Ward (Yam); 5. Matt Horton (Yam).
250 NOV: 1. Josh Bagge (Hon); 2. Neil Chisholm (Hon); 3. Jason Monohan (Kaw); 4. Michael Penta (Yam).
250 INT: 1. Chris Reed (Kaw); 2. Warren Tittlemier (Kaw).
500 NOV: 1. Jon Hall (Hon).
JR VET BEG: 1. Joe Masek; 2. Rick Snively (Hon).
JR VET NOV: 1. Todd Smart (Yam); 2. Pasha Afshar (Yam); 3. Bob Gorman (Yam).
JR VET INT: 1. Chris Reed (Kaw); 2. Robbie Dunham (Yam).
VET BEG: 1. Dale Hooker (Yam); 2. Cary McConnell (Kaw); 3. Elmer Silfies (Yam); 4. Brian Merrill (Hon); 5. Allan Frank (Kaw).
VET NOV: 1. Todd Smart (Yam); 2. Gary Songstad (Hon); 3. Jon Hall (Suz); 4. William Welchance (Yam); 5. Pasha Afshar (Yam).
VET PRO: 1. Leo Saul (Yam); 2. Edwardo Flippo (Hon).
SR NOV: 1. Ressa Benson (Hon).
SR INT: 1. Bob Dunham (Yam); 2. Ken Slater (Yam).
SR EX: 1. Edwardo Flippo (Hon); 2. Chris Leiker (Hon).
O/T JR VET: 1. Tim Trella (Yam).
O/T NOV: 1. Dave Rutledge (Hon); 2. Bruce Hoover (Kaw); 3. Hal Grady (Kaw); 4. Asker Larnjaer (Suz).
O/T AM: 1. Andy Plum (Yam); 2. Charles Howell (Yam); 3. Jeff Hawthorne (Suz); 4. Dennis Tooman (Kaw); 5. Mark Martin (Kaw).
O/T EX: 1. Larry Williams (Yam); 2. Bob Dunham (Yam); 3. Bill Schultz (Yam); 4. Gary Willison (Kaw); 5. Louie Springer (Yam).

Birch Creek MX

Gholson goes for it

By Jay Hauser

DANVILLE, VA, SEPT. 19
The Carolina Ultra Series teamed up with Birch Creek Promotions to bring the Sam Gammon Run Series to the beautiful Birch Creek Motorsports Park in southern Virginia. The event ran in conjunction with round two of the AMA Fall Classic Series, a combination that helped draw a large turnout of riders from all over the country.

Cory Gholson used his knowledge of the course to secure both moto wins of the 250cc C class. Gholson was hounded by KTM riders Chad Popovich and Jason Koenig in both motos. Popovich had the gate timed perfectly in both motos and showed the way in the early going before Gholson slipped past to take the lead. Gholson then rode mistake-free motos to take the checkered flag in both. Koenig took the runner-up spot the first time around, with Popovich right on his tail at the checkers. Wesley Sapp and Tim Camp crossed the line a few seconds back in fourth and fifth.

Moto two played out almost the same as the first, but this time around Popovich displaced Koenig back to third early in the moto and took second, which put him in second overall for the day. Sapp put the pressure on Koenig, and late in the moto he pushed past Koenig for third, but Koenig still took the final podium position at the end of the day. Sapp and Camp rounded out the top five overall, respectively.

At the head of the 250cc Pro field was Ben Riddle, who posted a double moto sweep of the class ahead of local hero Jim Neese and Todd Downs.

While Riddle was king of the 250cc Pros, he took a back seat to Robbie Horton in the 125cc Pro class. Riddle gave it one heck of a try, but Horton shut the door on Riddle in both motos to take the victory by mere inches. Kevin Walker rounded out the top three in both motos.

Results

50 SHAFT: 1. Cody Robbins (Yam); 2. Damon Goin (Yam); 3. Jacob Hayes (Yam); 4. Michael Curry (Yam); 5. Steve Posey (Yam).
50 (4-6): 1. Colton Tickle (Cob); 2. Cody Robbins (Cob); 3. Joseph Bean (Cob); 4. Steven Good (KTM); 5. Alex Wilkins (KTM).
50 (7-8): 1. D.L. Ellis (Cob); 2. Brad Bunch (Cob); 3. Bobby Buhr (Cob); 4. Zach Alvear (Kaw); 5. Hunter Jennings (Cob).
60 (7-9): 1. Broc Tickle (KTM); 2. Madison Hambricht (Kaw); 3. Taylor Futrell (KTM); 4. Chad Muterspaugh (KTM); 5. D.J. Ellis (KTM).
60 (10-11): 1. Joshua Schmitt (Kaw); 2. Clay Willett (Kaw); 3. Ryan Shonyo (Kaw); 4. Ian West (Kaw); 5. Seamus McKeon (Kaw).



(Left) Cory Gholson (1) lines up Chad Popovich (33) for the moto-winning pass in 250cc C racing at the Birch Creek round of the Carolina Ultra Series. Gholson went on to take both moto wins for the overall.
(Right) Tim Muterspaugh stormed to both moto wins in the 250cc B class at the Birch Creek round of the U.S. Eastern Fall Series.



80 (7-11): 1. Joshua Schmitt (Yam); 2. Steven Houser (Suz); 3. David Mitchell (Yam); 4. Tyler Bright (Kaw); 5. Jeb Gaskill (Hon).
80 (12-15): 1. Nicholas Evennou (Kaw); 2. Travis Flowers (Kaw); 3. Sam Fitzwater (Kaw); 4. David Bauer (Kaw); 5. Randy Newkirk (Kaw).
80 (14-15): 1. Matt Miller (Suz); 2. Zach Kutschenko (Suz); 3. Rayn Burkett (Yam); 4. Malcolm Klepp (Hon); 5. Ronnie Ling (Yam).
80 D: 1. Shane Kendrick (Kaw); 2. Tyler Rowe (Kaw); 3. Michael Thomas (Hon); 4. James Clamp (Kaw); 5. Derek Wenger (Kaw).
S/MINI: 1. Nicholas Evennou (Kaw); 2. Randy Newkirk (Kaw); 3. Sam Fitzwater (Kaw); 4. Blake Hovis (Hon); 5. Travis Flowers.
SCHBY: 1. Josh Summey (Kaw); 2. Aaron Stancil (Yam); 3. Jason Bryant (Yam); 4. Tony Graham (Hus); 5. Josh Montgomery (Yam).
125 A: 1. Robbie Horton (Yam); 2. Ben Riddle (Kaw); 3. Kevin Walker (Yam); 4. David Kratz (Hus); 5. Jered Black (Yam).
125 B: 1. Josh Summey (Kaw); 2. Aaron Stancil (Yam); 3. Tony Graham (Yam); 4. Jason Bryant (Yam); 5. Jackson Vick (Hon).
125 C: 1. Josh Montgomery (Yam); 2. Bryan Nickelson (Hon); 3. Michael Mitchell (Hon); 4. Jason Wiley (Yam); 5. Jacob Baertlein (Yam).
125 D: 1. Derek Whitefield (Hon); 2. Terry Fesperman (Hon); 3. Jason Holt (Kaw); 4. Cody Cooke (Suz); 5. Tyler Holt (Kaw).
250 A: 1. Ben Riddle (Kaw); 2. Jim Neese (Yam); 3. Todd Downs (Yam); 4. Mike Martin (Yam); 5. Jered Black (Yam).
250 B: 1. Tim Muterspaugh (Kaw); 2. Jason Baldwin (Yam); 3. Jackson Vick (Hon); 4. Brad Henderson (Yam); 5. Jason Crawford (Suz).
250 C: 1. Cory Gholson (Suz); 2. Chad Popovich (KTM); 3. Jason Koenig (KTM); 4. Wesley Sapp (Suz); 5. Tim Camp (Suz).
250 D: 1. William Johnson (Yam); 2. Eddie McCracken (Kaw); 3. Charlie Morrow (Hon); 4. Jeff Warlick (Suz); 5. Joseph France (Hon).
25+ A: 1. Mike Martin (Yam); 2. Hoppy Lough (Suz); 3. Benjamin Rutledge (Yam); 4. Maw Shipley (Yam); 5. Chuck Green (Suz).
25+ B: 1. Jason Baldwin (Yam); 2. Frank Koenig (KTM); 3. Richard Thomas (Kaw); 4. Patrick Fleming (Yam); 5. Joseph Anthony (Suz).
25+ C/D: 1. Ronald Ingram (Hon); 2. Brad Potterfield (Suz); 3. Bryan Davis (Suz); 4. Jimmy Long (Hon); 5. Tony Turner (Yam).
30+ A: 1. Chuck Green (Suz); 2. Scott Shipley (Yam); 3. James Morris (Yam); 4. David Eller (Kaw); 5. Stacy Redifer (Yam).
30+ B/C: 1. Frank Koenig (KTM); 2. Russ Pickett (Yam); 3. David Hobson (Yam); 4. Richard Thomas (Kaw); 5. Tommy Jennings (Suz).
30+ C: 1. Tim Camp (Suz); 2. Robert Brown (Kaw); 3. Steve Chambers (Kaw); 4. Steve Fish (Hon); 5. Tony Turner (Yam).
35+ : 1. Scott Shipley (Yam); 2. Dean Sarver (Hon); 3. David Hobson (Yam); 4. Sonny Mitchell (Suz); 5. Keith Nevers (Kaw).
40+ : 1. Sonny Mitchell (Suz); 2. David Bell (Yam); 3. Steve Genter (Yam); 4. Tim Killinger (Kaw); 5. Stuart English (Hon).
OPEN/4-STRIK: 1. Russ Pickett (Yam); 2. Ryan Hankins (Yam); 3. Jeff Tomlinson (Yam); 4. Travis Collins (Yam); 5. Tom Haar (Hon).
U/L: 1. Mark Stewart (Kaw); 2. Donnie Culley (Yam); 3. Stuart Smith (Suz); 4. Jack Bethel (Hus).
U/L C/D: 1. Chad Popovich (KTM); 2. Terrell Collins (Suz); 3. Wesley Sapp (Suz); 4. Matt Lee (KTM); 5. Paul McKnight (Hon).

Playfair Half Mile

Kopp, unchallenged

By Crystelle Whitney

SPOKANE, WA, SEPT. 23

The name of the game at the Playfair Half Mile was The Joe Kopp Challenge, and there was a simple idea behind it: Beat Joe, win dough. Kopp walked off with the 600cc Pro main.

With a turnout of more than 40 riders, and the track a mess, the first heat to be run was called because of an accident in turn two. The first heat of the 600cc Pro class ended before the first lap could be completed due to an accident involving Jeff Annen and Eli Price, who tangled entering the back straight. Both riders were out for the remainder of the night with minor injuries (according to the hospital, Price had a mild concussion).

In the 600cc Pro main event, there was a field of 12 riders, all of whom were put to shame by Kopp, who was racing on his home turf.

"I'd like to thank Bert Marsh and Doug Donally for getting the race going," Kopp said afterward, adding that the track had been rough for that race.

Steve Beattie finished second.
"It was my first time racing in Washington," Beattie said. "The track wasn't so great, but the crowd was."

Beattie also thanked his sponsors, including Kopp, whose bike Beattie rode in the event.

In the 750cc main, Beattie took the holeshot and the win after a close race with Lon Kopp and Steve Liberty, who took second and third, respectively.

Matt James took first place in the Vintage main event, which was the first main of the night. After getting the holeshot, James kept the lead to beat Royal Adderson and Greg Triber in a close race. Bob Haskins took fourth.

"I'm glad for the rider turnout," Haskins said. "It was nice of Joe to come to town, since he is the local hero."

The Pro Sport event was a battle to the finish, and Brian Watson ultimately came out on top after fighting Justin Young for the lead.

"The rider turnout was really good," said Young after the race. "I think everybody had a good time, and the level of competition keeps getting higher."

Results

PRO SPT: 1. Brian Watson (Rtx); 2. Larry Marsh (Rtx); 3. Justin Young (Rtx).
600 PRO: 1. Joe Kopp (Rtx); 2. Steve Beattie (Rtx); 3. Steve Liberty (Rtx).
750 PRO: 1. Steve Beattie (H-D); 2. Lon Kopp (H-D); 3. Steve Liberty (H-D).
VINT: 1. Matt James (Tri); 2. Royal Adderson (H-D); 3. Greg Triber (BSA).

Birch Creek MX

Pickett lines 'em up

By Jay Hauser

DANVILLE, VA, SEPT. 18

After the opening round of the U.S. Eastern Fall Series at Actiontown MX was canceled compliments of Hurricane Floyd, Birch Creek hosted the opening round. Sitec Racing's Russ Pickett out of Durham, North Carolina, had just polished off a couple of class wins in the summer series, so he just kept up his winning ways and recorded a four-moto sweep to take top honors in the Over 30 B/C class and the highly competitive Over 35 division.

Pickett worked his way into the lead with relative ease in Over 30 B/C action and ended both motos with a comfortable margin on David Hobson. Tommy Jennings put in two strong moto rides to garner a pair of third-place finishes that put him on the podium at the end of the day.

However, Pickett had his work cut out for him when he hit the gate in Over 35 action, as Hobson was looking for a chance to settle the score. Hobson took the opening-moto holeshot over Donnie Foster, Pickett and Jay Hauser. Pickett quickly displaced Foster, bringing Hauser right along on his rear fender, and the pair set out after Hobson.

By halfway, Pickett had secured the point. Hauser was briefly held up by Hobson, falling back to about a five-second deficit, but he finally worked his YZ400F past Hobson on the front step-up section and set his sights on Pickett out front. Within a lap, Hauser had caught up to his friendly rival, and the war was on. Hauser would show Pickett a fender in almost every corner, but Pickett was on the gas and bouncing off berms in an effort to keep Hauser at bay - and it worked. Pickett's front wheel crossed the finish line with a full 2 feet on Hauser. Hobson held on for third, over Sonny Mitchell and Jim Ley.

Moto two turned out to be a barnburner.

Hobson again showed the way early on, with Pickett and Hauser knocking on the door. Pickett lined up Hobson for the pass on the tricky uphill step-up jumps along the front straight. Pickett went for the pass and Hauser was right on his tail, so the pair went past in formation and went to work on each other, just as in moto one.

By halfway, Mitchell had joined the fray and made it a three-way battle. Mitchell passed Hauser right before the step-ups but ended up casing the first one and going over the bars. Hauser missed the fallen rider's bike but hit Mitchell dead on in the chest and he too went over the bars. Meanwhile, Pickett was gone. Hobson took second, which put him on the podium, while Foster, David Arnold and Ley rounded out the top five. Hauser remounted to take sixth, which put him on the final podium step.

In the 250cc B class, Tim Muterspaugh was untouchable, going two for two to take the win. Jackson Vick kept Muterspaugh honest, recording a strong pair of second-place rides.

Results

50 SHAFT: 1. Michael Curry (Yam).
50 (4-6): 1. Colton Tickle (Cob); 2. Donald Tilley (Cob); 3. Trevor Barrett (Cob); 4. Alex Wilkins (KTM); 5. Damon Hambricht (Cob).
50 (7-8): 1. D.J. Ellis (Cob); 2. Bobby Buhr (Cob); 3. Ryan Smith (KTM); 4. Hunter Jennings (Cob); 5. Travis Poole (Cob).
60 (7-9): 1. Broc Tickle (KTM); 2. Tyler Bright (KTM); 3. Madison Hambricht (Kaw); 4. D.J. Ellis (Cob); 5. Taylor Futrell (KTM).
60 (10-11): 1. Adam Rowe (Kaw); 2. Tray Dobson (Kaw); 3. Earl Sari (Kaw); 4. Glen Martin (Kaw).
80 (7-11): 1. Broc Tickle (KTM); 2. David Mitchell (Yam); 3. Tyler Bright (Kaw); 4. Ryan Fitzwater (Kaw); 5. Cory Crumley (Yam).
80 (12-13): 1. Nicholas Evennou (Kaw); 2. Stephen Shoaf (Suz); 3. Sam Fitzwater (Kaw); 4. Travis Flowers (Kaw); 5. Randy Newkirk (Kaw).
80 (14-15): 1. Buddy Capps (Kaw); 2. Brandon Engle (Suz); 3. Jason Pope (Suz).
80 C: 1. Shane Kendrick (Kaw); 2. Tyler Rowe (Kaw); 3. James Clamp (Kaw); 4. Michael Thomas (Hon); 5. Chris Vincent (Kaw).
S/MINI: 1. Nicholas Evennou (Kaw); 2. Stephen Shoaf (Suz); 3. Randy Newkirk (Kaw); 4. Travis Flowers (Kaw); 5. Paul Shumaker (Kaw).
SCHBY: 1. Tony Graham (Hus); 2. Travis Powers (Hon); 3. Jason Wiley (Yam); 4. Robert Cecil (Kaw); 5. Brandon Watson (Yam).
125 A: 1. Mark Wagner (Yam); 2. Mike Martin (Yam); 3. James Webb (Yam); 4. Jason Laplante (Suz); 5. Dennis West (Yam).
125 B: 1. Tony Graham (Hus); 2. Jackson Vick (Hon); 3. Tim Muterspaugh (Kaw); 4. Travis Powers (Hon); 5. Brad Thomas (Kaw).
125 C: 1. Josh Montgomery (Yam); 2. Michael Mitchell (Hon); 3. Bryan Nickelson (Hon); 4. Scott Sartorius (Suz); 5. Joey Correll (Yam).
125 D: 1. Derek Whitefield (Hon); 2. Terry Fesperman (Hon); 3. Travis Tate (Hon); 4. Brian Tate (Hon); 5. Paul Fleming (Yam).
250 A: 1. Mike Martin (Yam); 2. Mark Wagner (Yam); 3. Scott Shipley (Yam); 4. Todd Downs (Yam).
250 B: 1. Tim Muterspaugh (Kaw); 2. Jackson Vick (Hon); 3. Jason Baldwin (Yam); 4. Brandon Langdon (Yam); 5. Lane McKee (Yam).
250 C: 1. Scott Dineen (Suz); 2. Chad Popovich (KTM); 3. Wesley Sapp (Suz); 4. Jamie Dineen (Suz); 5. Jason Geyer (Suz).
250 D: 1. William Johnson (Yam); 2. Jim McGlynn (Hon); 3. Brian Vick (Kaw); 4. Charlie Morrow (Hon); 5. Herman Blalock (Hon).
25+ A: 1. Mike Martin (Yam); 2. Scott Shipley (Yam); 3. Chuck Green (Suz); 4. James Morris (Yam); 5. Brad Crouch (Yam).
25+ B: 1. Jason Baldwin (Yam); 2. Michael Mahaffey (Yam); 3. Tommy Jennings (Suz); 4. Patrick Flemming (Yam); 5. Joseph Anthony (Suz).
25+ C/D: 1. Brad Potterfield (Suz); 2. William Johnson (Yam); 3. Chris Miller (Hon); 4. Anthony Pennist (Hon); 5. Tony Turner (Yam).
30+ A: 1. Scott Shipley (Yam); 2. Chuck Green (Suz); 3. James Morris (Yam); 4. Todd Marshall (Suz); 5. Brad Crouch (Yam).
30+ B/C: 1. Russ Pickett (Yam); 2. David Hobson (Yam); 3. Tommy Jennings (Suz); 4. Jim Ley (Kaw); 5. Tony Turner (Yam).
35+: 1. Russ Pickett (Yam); 2. David Hobson (Yam); 3. Jay Hauser (Yam); 4. Donnie Foster (Yam); 5. David Arnold (Yam).
40+: 1. Sonny Mitchell (Suz); 2. David Arnold (Yam); 3. David Bell (Yam); 4. Greg Driscoll (Suz); 5. David Weatherford (Hon).
OPEN/4-STRIK: 1. Jason Baldwin (Yam); 2. Jay Hauser (Yam); 3. Ryan Hankins (Yam); 4. William Lackey (Yam).
U/L: 1. Taylor Shive (Yam); 2. Brad Thomas (Kaw); 3. Wesley Sapp (Suz); 4. Mark Swart (Kaw); 5. Chad Popovich (KTM).



Mark Johnson (81S) flies to the overall win in the Over 38 Novice class at round four of the Over The Hill Gang National, held at Hollister Hills in California.

Hollister Hills

Johnson jousts to OTHG National win

By Chris Sanchirico

HOLLISTER, CA, SEPT. 11-12

Mark Johnson topped the Over 38 Novices at round four of the Over The Hill Gang National Series in Hollister. The event, sponsored by WulfSport, Motion Pro and Mutant Motor Sports, assembled all four chapters and more than 400 Vet racers of the OTHG. Racing conditions were ideal at the majestic track, which was spectacularly prepared by AW racing. The two-day, four-moto format provided for some outstanding racing, with Johnson, David Cooley and Mark Mitzel, who all hail from the Sierra chapter, taking the top three positions.

The trio jousted throughout the weekend, swapping plastic and positions in each of the four motos. Going into the final moto of the event, Parts Unlimited-backed Johnson and Cooley were tied for the lead with eight points each. Mitzel was right on their heels with nine points. At the drop of the gate, Johnson quickly pushed his way into the lead and ran away from the 26-rider field for the victory and the overall with a 1-3-4-1 score. After a midpack start, Cooley managed to work his way up to fifth, which was good enough to secure second overall with a 3-2-3-5 tally. Clawson Motor Sports-backed Mitzel saw his overall hopes fade when he and another rider tangled on the start, causing a spectacular pileup. Mitzel remounted in dead last and sliced through the pack up to 14th place, salvaging third overall with a 2-1-6-14 score.

James Holman grabbed the holeshot in three out of four tries on his Shock Therapy-backed CR. Holman led for much of the weekend, but his lack of endurance got the best of him late in the race. His consistent 7-6-7-6 tally secured fourth overall.

In the hotly contested Expert class, San Jose Yamaha-mounted Frank Cornwall was top dog, besting the competition en route to a 1-3-2-2 for the overall victory, ahead of GP Sports-backed Greg Albin and Greg Lepash. Albin appeared to be the fastest man in the field, but a disastrous first-moto DNF after going down in the whoops kept him from taking the overall. Albin redeemed himself by winning the next three motos. Bay Area local Lepash put in an impressive weekend with a 2-4-3-3, grabbing the final piece of plastic on his Aftershocks/Pit Stop Racing-backed machine.

Results

- BEG: 1. Bob Silva; 2. Danny McKay; 3. Dwayne Reed; 4. Kevin Green; 5. Bob Blake.
 38+ BEG: 1. Mark Kreutzer; 2. Gregory Goed; 3. Alan Stephens; 4. Don Huddleston; 5. Dutch Nichols.
 NOV: 1. David Collier; 2. Mike Taylor; 3. Steve Jackson; 4. Robert Henneuse; 5. Kinda Justis.
 38+ NOV: 1. Mark Johnson; 2. David Cooley; 3. Mark Mitzel; 4. James Holman; 5. Ken Gourley.
 INT: 1. Cliff Walls; 2. Matthew Robinson; 3. Carlo Fortins; 4. Nick Huettner; 5. Allen Blanco.
 38+ INT: 1. Danny Lowers; 2. Vince Macias; 3. B.J. Lehn; 4. Scott Stromberg; 5. John Travers.
 EX: 1. Frank Cornwall; 2. Greg Albin; 3. Greg Lepash; 4. Chuck Bennet; 5. Mike Renner.
 38+ EX: 1. Terry Huffer; 2. Gary Scheidler; 3. Jeff Mason; 4. Duane Quale; 5. Gilbert Chick.
 PRO: 1. Craig Davis; 2. Randy Prockrandt; 3. Johnny Souza; 4. Jim Henn; 5. Darryll Haney.
 38+ PRO: 1. Bob Passer; 2. Clayton Blood; 3. Steve Piattoni; 4. Rick Johnson; 5. Tracy Hrach.



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Race Schedule

8:00 AM	Parade Lap
8:15 AM	CRC JR Vet + 25
9:10 AM	OTMX Club
10:05 AM	All 80cc & Women
11:00 AM	All 60 & Super Pee Wee
11:45 AM	Parade Lap
12:10 PM	CRC Vets + 30
1:05 PM	125-250-500 Nov Int Pro
1:55 PM	125-250-500 Beg 4 stroke Super mini
2:45 PM	Team

Pee Wee's will run
2 Motos on a Separate track
Practice 9:00 AM / 1st Race
10:00 AM / 2nd Race TBA

Calendar

WORLD CHAMPIONSHIP EVENTS

**FIM World Championship
Road Racing Series**
10/10 Welkom, South Africa, Rnd 15
10/24 Rio de Janeiro, Brazil, Rnd 16
10/31 Buenos Aires, Argentina, Rnd 17
Info: 011/41-22-950-9500

FIM World Superbike Series
10/10 Sugo, Japan, Rnd 13
Info: 011/41-22-950-9500

**FIM World Individual
Speedway C'ship Grand Prix
Series**
10/10 Lonigo, Italy
(Grand Prix Challenge)

**AMA Georgia
Championship MX Series**
10/10 Roberta, GA, Rnd 10
10/24 Bremen, GA, Rnd 11
11/7 Dalton, GA, Rnd 12
Info: 912/788-0413 or 706/278-1620

**AMA/District 7
Hare Scrambles C'ship Series**
10/10 Budds Creek, MD
Info: 410/792-7200

AMA Four Corners MX Series
10/10 Aztec, NM
Info: 800/720-MOTO or 970/533-9747

**AMA/District 34
Family Motocross Series**
10/10 Modena, NY
10/17 Walden, NY
10/24 Modena, NY
10/31 Walden, NY
11/7 Modena, NY
11/14 Modena, NY
Info: 518/828-6149

1/9 Maplesville, AL
1/23 Mt. Pleasant, TN
2/6 New Johnsonville, TN
2/13 Van Leer, TN
3/12 Linton, KY
3/26 Charlotte, TN
Info: 615/859-0873

SERA Hare Scrambles Series
10/10 Fort Polk, LA
10/24 Andalusia, AL
11/21 Meridian, MS
1/2 Saucier, MS
1/16 Maplesville, AL
2/6 Meridian, MS
Info: 601/763-7427

SERA Enduro Series
11/7 Maplesville, AL
Info: 205/980-5191

**AHRMA/Progressive
Suspension Historic Cup
Road Race Series**
10/23-24 Kershaw, SC
Info: 715/842-9699

**AMA Grand National
Cross Country Series**
10/9-10 Lisbon, OH, Rnd 12
10/23-24 Crawfordsville, IN, Rnd 13
Info: 304/284-0084

**AMA Prostar
National Drag Racing Series**
11/12-14 Gainesville, FL, Rnd 8
Info: 256/852-1101

**AMA Western Four-Stroke
National MX Series**
10/23-24 Phoenix, AZ
Info: 503/708-8486 or 503/699-5935 or
<http://www.4stroke Nationals.com>

PACE Arenacross Series
11/5-7 Des Moines, IA
11/12-14 Albany, NY
11/19-21 Worcester, MA
12/3-5 Rockford, IL
1/7-9 Fort Worth, TX
1/14-16 Guthrie, OK
1/21-23 Baltimore, MD
1/28-30 Hampton, VA
2/4-6 Uniondale, NY
2/11-13 Milwaukee, WI
2/18-20 Denver, CO
2/25-27 Sacramento, CA
3/3-5 Salt Lake City, UT
3/10-12 San Jose, CA
3/17-19 Nampa, ID
3/24-26 Tacoma, WA
3/31-4/4 Reno, NV
Info: 817/246-7400 or
www.arenacross.com

NATIONAL CHAMPIONSHIP EVENTS

**2000 AMA
National Road Racing Series**
3/8-12 Daytona Beach, FL, Rnd 1
4/28-30 Rosamond, CA, Rnd 2
5/5-7 Sonoma, CA, Rnd 3
6/2-4 Braselton, GA, Rnd 4
6/9-11 Elkhart Lake, WI, Rnd 5
6/16-18 Loudon, NH, Rnd 6
7/6-9 Monterey, CA, Rnd 7
7/14-16 Lexington, OH, Rnd 8
7/28-30 Brainerd, MN, Rnd 9
8/11-13 Fountain, CO, Rnd 10

**2000 AMA
EA Sports Supercross Series**
1/8 Anaheim, CA, Rnd 1
1/15 Anaheim, CA, Rnd 2
1/22 San Diego, CA, Rnd 3
1/29 Phoenix, AZ, Rnd 4
2/5 Houston, TX, Rnd 5
2/12 Indianapolis, IN, Rnd 6
2/19 Pontiac, MI, Rnd 7
2/26 Atlanta, GA, Rnd 8
3/11 Daytona, FL, Rnd 9
3/18 St. Louis, MO, Rnd 10
3/25 Minneapolis, MN, Rnd 11
4/1 Pontiac, MI, Rnd 12
4/8 Irving, TX, Rnd 13
4/15 New Orleans, LA, Rnd 14

4/29 Joliet, IL, Rnd 15
5/6 Las Vegas, NV, Rnd 16

**2000 AMA
National Motocross Series**
5/14 San Bernardino, CA, Rnd 1
5/21 Sacramento, CA, Rnd 2
5/28 Mt. Morris, PA, Rnd 3
6/11 Southwick, MA, Rnd 4
6/18 Budds Creek, MD, Rnd 5
7/2 Buchanan, MI, Rnd 6
7/16 New Berlin, NY, Rnd 7
7/23 Troy, OH, Rnd 8
7/30 Washougal, WA, Rnd 9
8/13 Millville, MN, Rnd 10
8/27 Binghamton, NY, Rnd 11
9/3 Delmont, PA, Rnd 12

**AMA Drag
Specialties Grand
National Dirt Track Series**
10/10 Del Mar, CA, Rnd 22
Info: 614/856-1900

**AMA Acerbis
National Enduro Series**
10/31 Delaware City, DE, Rnd 14
Info: 614/856-1900

**AMA National
Hare & Hound Series**
10/9 Wendover, NV, Rnd 6
10/24 Lucerne Valley, CA, Rnd 7
Info: 614/856-1900

What's happening? Cycle News Calendar.

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Oct. 9th - 18th
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RACING A Rider for the Riders

Southern Region
Sun., Oct 10 GFI Fall Series Round 4 Elsinore
* Factory Contingencies
Sun., Oct 24 GFI Fall Series North South Showdown Glen Helen
Sat., Nov 13 GFI Elsinore Grand Prix Lake Elsinore
Sun., Nov 14 GFI Elsinore Grand Prix Lake Elsinore

GFI (209) 656-9682
RACING For More Info Call or look us up at www.ampracing.com
Northern Region Factory Contingency
Sun Oct 10 GFI Fall Series Rd. 5 Carnegie Cycle Park Livermore, CA
Sun Oct 17 Otfield Raceway Turlock, CA
Sun Oct 24 GFI Fall Showdown Glen Helen San Bernardino, CA

559/673-8080
WEDNESDAY NIGHT PRACTICE continues
@ LITTLE OKE, MADERA 5PM - 9PM

Sun., Oct. 10 CMA High Point Series Hanford, CA
Sun., Oct. 17 CMA High Point Series Tulare, CA
Saturday Practice before each event

WEEKLY.
Not Monthly.
CYCLE NEWS

MOTOCROSS RACING ASSOCIATION
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Open Riding Every Wednesday at Milan & some Sundays at Delta
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for 1999 Racing Schedule

OVER THE HILL GANG

Oct., 9 & 10 1999 South National #5
Glen Helen Raceway San Bernardino, CA
Sun., Oct. 24 Gang Only Race
Competition Park San Jacinto, CA
The Ultimate 30+ Vet MX Club
Info: (562) 941-1515 (909) 277-1335

**AMA/District 36 Vintage/
Veteran Dirt Track Series**
10/9 Lodi, CA, Rnds 46, 47
10/16 Lodi, CA, Rnds 48, 49
10/23 Lodi, CA, Rnds 50, 51
Info: 209/466-6781 or 209/883-0639

**AMA/District 36 Amateur/
Youth Dirt Track Series**
10/9 Lodi, CA, Rnds 46, 47
10/16 Lodi, CA, Rnds 48, 49
10/23 Lodi, CA, Rnds 50, 51
Info: 209/466-6781 or 209/883-0639 or
530/476-3001

**AMA/District 37
Grand Prix Big 6 Series**
11/6-7 Gorman, CA
Info: 562/423-1889 or 818/352-7085

**AMA/District 37
Dual Sport Ride Series**
10/9-11 Las Vegas, NV
10/16-17 Mesquite, NV*
10/30-31 El Centro, CA
11/6-7 Ridgecrest, CA
11/14 San Bernardino, CA
11/26-27 L.A.-Barstow to Vegas
12/26 Cantil, CA
*National Trail Ride Series Events
Info: 818/249-2141 (3,1)

**AMA Prostar
Regional Drag Racing Series**
10/16-17 Houston, TX
Info: 256/852-1101

**AMA Prostar
West Drag Racing Series**
10/9-10 Phoenix, AZ, Rnd 5
Info: 256/852-1101

**AMA Texas Championship
Hare Scrambles Series**
10/17 Rockne, TX, Rnd 13
11/7 Fort Hood, TX, Rnd 14
Info: 409/732-9171 or
<http://www.flash.net/~tchss>

**AMA Tecnosel Carolina
Ultra Motocross Series**
10/30-31 Society Hill, SC
Info: 423/323-5497

AMA Pro-Am Mega MX Series
10/15-17 Blountville, TN, Rnd 16
Info: 423/323-5497

**AMA/Suzuki Dual Sport
Trail Ride Series**
10/9-10 Angels Camp, CA
10/16-17 McArthur, OH
10/16-17 Mesquite, NV
10/23-24 Saucier, MS
10/30-31 Terlingua, TX
11/26-27 Los Angeles, CA
Info: 614/856-1900

**AMA U.S. Eastern
Motocross Fall Series**
10/10 Elizabeth City, NC
10/17 Sanford, NC
10/24 Danville, VA
10/31 Axton, VA
11/7 Dillwyn, VA
Info: 804/724-4392

**AMA Southern
Dirt Track Series GFTL**
10/16 Danielsville, GA
11/13-14 Macon, GA
Info: 770/962-7888 or 770/339-3997

**AMA Pro-Circuit Texas/
Oklahoma C'ship Series**
10/16-17 Greenville, TX, Rnd 4
11/13-14 Fort Worth, TX, Rnd 5
Info: 903/882-4215

**AMA Pirelli, Moose,
Parts Unlimited Mid South
Winter Hare Scrambles Series**
10/10 Greenville, KY
10/24 Lawrenceburg, TN
11/7 Lynnville, IN
11/21 Hohenwald, TN
12/5 Fordsville, KY
12/12 Jonesboro, IL

**AHRMA/Speed & Sport
Vintage Motocross Series**
10/17 Hollister, CA
11/7 Tulare, CA
Info: 715/842-9699

**AHRMA/Classic Bike
Magazine Dirt Track Series**
10/9 Del Mar, CA
Info: 715/842-9699

**AHRMA/Speed & Sport
Vintage Trials Series**
10/9 White City, IL
10/16 Hollister, CA
10/30 Monroe, GA
Info: 715/842-9699

AHRMA National GP Series
10/10 White City, IL
10/24 Casey, IL
12/19 Brentwood, CA
Info: 715/842-9699

**AHRMA Dixie Cup
Regional Road Race Series**
10/23-24 Kershaw, SC

**AHRMA Mid-Atlantic
Vintage Motocross Series**
10/17 Elizabeth, NC
Info: 703/707-8692 or
www.vintagemx.com

**AHRMA Midwest
Regional Motocross Series**
10/23 Casey, IL
Info: 515/253-0190 or
braken@worldnet.att.net

**AHRMA Northwest
Regional Motocross Series**
10/17 Hollister, CA
11/7 Tulare, CA
Info: 408/663-4014 or might@mbay.net

**AHRMA Southeast
Regional Motocross Series**
10/31 Edgefield, SC
11/14 Reddick, FL

**AMA/District 36 Vintage/
Veteran Dirt Track Series**
10/9 Lodi, CA, Rnds 46, 47
10/16 Lodi, CA, Rnds 48, 49
10/23 Lodi, CA, Rnds 50, 51
Info: 209/466-6781 or 209/883-0639

**AMA/District 36 Amateur/
Youth Dirt Track Series**
10/9 Lodi, CA, Rnds 46, 47
10/16 Lodi, CA, Rnds 48, 49
10/23 Lodi, CA, Rnds 50, 51
Info: 209/466-6781 or 209/883-0639 or
530/476-3001

**AMA/District 37
Grand Prix Big 6 Series**
11/6-7 Gorman, CA
Info: 562/423-1889 or 818/352-7085

**AMA/District 37
Dual Sport Ride Series**
10/9-11 Las Vegas, NV
10/16-17 Mesquite, NV*
10/30-31 El Centro, CA
11/6-7 Ridgecrest, CA
11/14 San Bernardino, CA
11/26-27 L.A.-Barstow to Vegas
12/26 Cantil, CA
*National Trail Ride Series Events
Info: 818/249-2141 (3,1)

**AMA Prostar
Regional Drag Racing Series**
10/16-17 Houston, TX
Info: 256/852-1101

**AMA Prostar
West Drag Racing Series**
10/9-10 Phoenix, AZ, Rnd 5
Info: 256/852-1101

**AMA Texas Championship
Hare Scrambles Series**
10/17 Rockne, TX, Rnd 13
11/7 Fort Hood, TX, Rnd 14
Info: 409/732-9171 or
<http://www.flash.net/~tchss>

Info: 770/979-8310 or
kavula_m@mercer.edu

**AHRMA Southeast
Regional Trials Series**
10/31 Monroe, GA
Info: 334/826-1969

**AHRMA Southwest
Regional Motocross Series**
11/7 Tulare, CA
11/21 Phoenix, AZ
Info: 714/965-0660

**AHRMA Western
Regional Dirt Track Series**
10/8 Barona, CA
10/23-24 Tulare, CA
Info: 818/992-5343

**AHRMA Western
Regional Trials Series**
10/16 Hollister, CA
Info: 916/967-0262

**AHRMA/Eldorado
Cycle Midwest Trials Series**
10/9 White City, IL
10/16 Jonesboro, IL
10/30 Marshfield, MO
Info: 417/859-4158

AHRMA Michigan MX Series
10/17 Buchanan, MI
Info: 248/620-1926

AHRMA Vintage MX Series
10/17 Jonesboro, IL
11/7 Greenwood, MO
Info: 816/767-8641

**AHRMA VMX Northeast
Regional Motocross Series**
10/9 Clifford, PA
10/23 Hawley, PA
Info: 914/429-9465 or
<http://www.vintagemx.com>

EVO Sports Vintage MX Series
10/17 Tyler, TX
11/7 Tyler, TX
11/21 Beaumont, TX
12/5 Lake Jackson, TX
12/19 Houston, TX
Info: 281/265-1412

**Mid-East
Hare Scrambles Series**
10/31 Morganton, NC
11/7 Grover, NC
Info: 704/937-9177 or 704/484-9000

**Mid-South Winter
Hare Scrambles Series**
10/10 Greenville, KY
10/24 Lawrenceburg, TN
11/7 Lynnville, IN
11/21 Hohenwald, TN
12/5 Fordsville, KY
12/12 Jonesboro, IL
1/9 Maplesville, AL
1/23 Mt. Pleasant, TN
2/6 New Johnsonville, TN
2/13 Van Leer, TN
3/12 Linton, KY
3/26 Charlotte, TN
Info: 615/859-0873

**SETRA Championship
Hare Scrambles Series**
10/17 Greensboro, GA, Rnd 3
10/31 Union, SC, Rnd 4
11/14 Bybee, TN, Rnd 5
11/28 Wedgefield, SC, Rnd 6
12/5 Washington, GA, Rnd 7
Info: 888/775-9377 or 770/707-0615

**Best In The Desert Racing
Association Silver State Series**
12/3-5 Pahrump, NV, Rnd 5
Info: 702/457-5775 or <http://www.bitd.com>

**District 36 Northern
California Enduro Series**
10/17 Stonyford, CA, Rnd 6
10/24 Elkins Flat, CA, Rnd 7
10/31 Redding, CA, Rnd 8
11/6 Upper Lake, CA, Rnd 9
11/14 Stonyford, CA, Rnd 10
Info: 925/458-9867

**District 36
Family Enduro Series**
11/7 Foresthill, CA, Rnd 2
11/21 Springs, CA, Rnd 3
Info: 925/458-9867

Mid-Atlantic Vintage Trials
10/30 Middletown, PA
Info: 410/775-7209

**100cc Vintage
Flat Track Club Series**
10/16 Thornville, OH
Info: 740/929-4229

STRA Championship Series
10/9-10 Monroe, GA
10/23-24 Sequatchie, TN

11/6-7 Clermont, GA
12/4-5 Millerville, AL
Info: www.avana.net/~japi/stra/index.html

KORR Hare Scrambles Series
11/14 Marion, KS
11/21 Wichita, KS
Info: 316/942-6527

KORR Fall Motocross Series
10/10 Wichita, KS
10/24 Marion, KS
11/7 Beaver, KS
12/12 Sterling, KS
Info: 316/942-6527

CMC Trans-Cal MX Nationals
South
10/17 Piru, CA, Rnd 4
Final Showdown
10/23-24 Marysville, CA
Info: 949/367-1141

KTMXA Motocross Series
10/10 Draffenville, KY
10/16 Murray, KY
10/24 Milan, TN
10/31 White Plains, KY
Info: 901/642-0511

GNC Top Texan Series
10/17 Ft. Worth, TX
10/24 Alvord, TX
11/21 Ft. Worth, TX
Info: 214/351-9900 or www.gncmx.com

**The Motorcycle Stuff 9th
Annual Tennessee State
Stadia-Cross C'ship Series**
10/9 Paris, TN
Info: 901/642-0511

**International
Old-Timers Motocross Series**
10/30-31 Adelanto, CA, Rnd 10
Info: 253/840-0466 or
<http://www.seanet.com/~russr>

**North American
Sport Bike Series**
10/22-24 Daytona Beach, FL
Info: 828/684-4297

GFI Elsinore Grand Prix
11/13 Lake Elsinore, CA
11/14 Lake Elsinore, CA
Info: 909/653-4042

GFI Fall Motocross Series
10/10 Lake Elsinore, CA
10/24 San Bernardino, CA
Info: 909/653-4042

Northwest Regional MX Series
10/17 Hollister, CA, Rnd 11
11/7 Tulare, CA, Rnd 12
Info: 408/663-4014

La Playa MX Grand Prix Series
12/5 Rosarito, BC, Mexico, Rnd 5
Info: 011/52-661-22525 or
<http://www.toomuchfun.com.mx>

**WEA National
Endurance Road Race Series**
TBA Braselton, GA, Rnd 11
Info: 770/924-8404

**WEA Vintage
Road Race Series**
10/6-10 Braselton, GA*
Info: 770/924-8404

NETRA C'ship Enduro Series
10/17 Chester, CT
10/31 Brimfield, MA
11/7 West Stafford, CT
11/14 Central Village, CT
Info: 860/875-5757

**NETRA Championship
Hare Scrambles Series**
10/10 Assonet, MA
Info: 860/875-5757

NETRA Turkey Run Series
10/10 Winchendon, MA
10/24 Central Village, CT
Info: 860/875-5757

**NETRA Championship
Junior Enduro Series**
10/9 Assonet, MA
10/16 New Ashford, MA
10/30 Brimfield, MA
11/6 Winchendon, MA
Info: 860/875-5757

Carolina Ultra Series
10/30-31 Society Hill, SC
Info: 423/323-5497

**Rocky Mountain
Enduro Circuit Series**
11/14 Matador, TX
Info: 307/742-4136

**Missouri State Motocross
Championship Series**
10/10 Merwin, MO

10/24 Columbia, MO
Info: 417/887-3524

**Missouri Hare Scrambles
Championship Series**
10/10 Festus, MO
Info: 417/537-8406

**Missouri-Illinois
Trials Association**
10/10 White City, IL
11/7 Oakdale, IL
Info: 618/362-6568

**CMRRA 50cc/125cc
C'ship Road Race Series**
11/6-7 Rosamond, CA
12/3-5 Rosamond, CA
Info: 909/674-5357

WSMC Road Race Series
10/16-17 Rosamond, CA, Rnd 10
11/20-21 Rosamond, CA, Rnd 11
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

**Galpin Ford Dual
Sport Adventure Series**
10/8-10 Mammoth Mountain, CA, Rnd 6
10/23-24 Hot Springs, CA, Rnd 7
11/21 Newhall, CA, Rnd 8
Info: 818/701-1913

**Desert Challenge
Bikes & ATV Series**
10/17 Sierra Vista, AZ
11/21 Globe, AZ
Info: 602/971-3730

**Trials Incorporated
Championship Trials Series**
11/6-7 TBA
Info: 937/299-1501

**STTARS Super TT
American Racing Series**
Triple Crown National Championship
12/11 Bakersfield, CA

Northwest
11/13-14 Seattle, WA
Southwest
12/11 Bakersfield, CA
12/12 Buttonwillow, CA
Fall Stadium Series
10/15-16 Bakersfield, CA
10/23 Irwindale, CA
12/11 Bakersfield, CA
Info: 949/768-4626 or
<http://www.supertt.com>

USRA Desert Series
10/9 Wendover, UT
11/6 Grand Junction, CO
Info: 801/569-1998

**CCS/Florida State Motorcycle
Roadracing Championship**
12/4-5 Homestead, FL*
*double points
Info: 828/684-4297 or
<http://www.ccsracing.com>

**CCS/Mid-Atlantic Motorcycle
Roadracing Championship**
11/6-7 Kershaw, SC*
*double points
Info: 828/684-4297 or
<http://www.ccsracing.com>

**CCS/Southeastern U.S.
Motorcycle Roadracing
Championship**
11/6-7 Kershaw, SC*
*double points
Info: 828/684-4297 or
<http://www.ccsracing.com>

**CCS/Southwestern U.S.
Motorcycle Roadracing
Championship**
10/9-10 Chandler, AZ
11/6-7 Buttonwillow, CA*
12/4-5 Chandler, AZ*
*double points
Info: 828/684-4297 or
<http://www.ccsracing.com>

**CCS Race of Champions
National Championship Finals**
10/21-24 Daytona Beach, FL

**North American
Sport Bike Series**
10/21-24 Daytona Beach, FL
Info: 828/684-4297

**KB Racing Promotions NorCal
Championship MX Series**
10/8 Sacramento, CA
10/22 Sacramento, CA
Info: 916/682-6123 or
www.jps.net/kbracing

**Meadowlark
Hare Scrambles Series**
10/24 Amherst, OH
Info: 216/988-3133 or 216/988-9100

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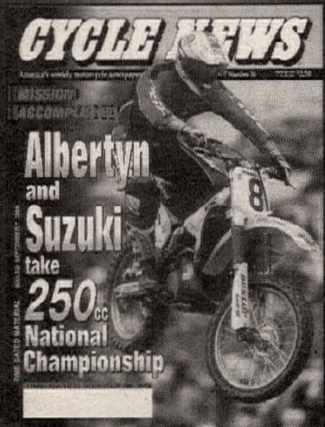
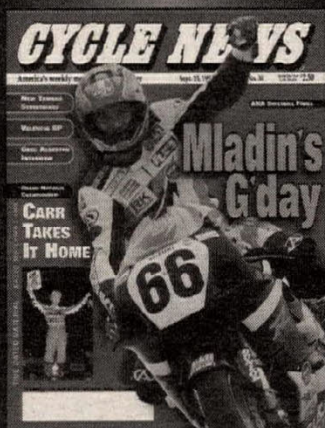
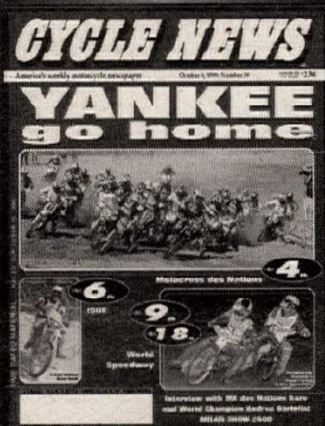
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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Southeastern Mini Roadracing Association Series

10/17 Concord, NC
11/17 Concord, NC
Info: 704/932-6179 or 704/784-1767

MRAN Desert Series

10/16-17 Jean, NV
10/30-31 Mercury, NV
11/20-21 Searchlight, NV
Info: 702/437-MRAN

Southern California Flat Track C'ship Series

10/9 Del Mar, CA
10/23 Temecula, CA
11/21 Temecula, CA
Info: 619/277-1591

District 3 Eastern New York Sports Committee Dirt Track

10/10 Schenectady, NY
Info: 607/693-1031

Honda Hills

Outlaw Short Track Series
10/16 Thornville, OH
Info: 740/323-3766

Southern Illinois

Hare Scrambles Series
10/31 White City, IL
Info: 618/235-4777

Virginia Championship Hare Scrambles Series

10/10 Newport News, VA
10/24 Dillwyn, VA
11/7 Surry, VA
Info: 757/255-4620 or 540/980-0591

ECEA C'ship Enduro Series

10/24 New Gretna, NJ
10/31 Delaware City, DE
Info: 717/865-0601

ECEA Championship Hare Scrambles Series

10/10 Budds Creek, MD
10/17 Mauricetown, NJ
11/7 Warren Grove, NJ
11/14 New Lisbon, NJ
Info: 717/865-0601

ECEA Dual Sport Series

10/10 Indian Mills, NJ
11/21 Belle Plain, NJ
Info: 717/865-0601

Unlimited Sports

Florida Gold Cup Series

10/10 Dade City, FL
10/17 Okeechobee, FL
10/24 Gainesville, FL
Info: 904/935-6872

Unlimited Sports

Florida Winter AM Series

1/1-2 Gainesville, FL
1/9 Reddick, FL
1/16 Ocala, FL
1/23 Dade City, FL
1/30 Gainesville, FL
Info: 904/935-6872

Unlimited Sports

Winter National Olympics

11/22-27 Gainesville, FL
Info: 904/935-6872

AMX Grand

Canyon State C'ship Series

10/10 Cottonwood, AZ
10/17 Ocotillo, AZ
10/24 Wittman, AZ
11/17 Cottonwood, AZ
11/21 Ocotillo, AZ
11/28 Wittman, AZ
Info: 623/815-1790
www.gohuge.com

OCTOBER						
S	M	T	W	T	F	S
				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

NOVEMBER						
S	M	T	W	T	F	S
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7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

*Denotes Pro Payback

Oct 8-10

CALIFORNIA DUAL SPORT - Galpin Ford California Dual Sport Series, Sierra Safari, Mammoth Mountain, Rnd 6, Mammoth. Info: 818/701-1913.

Fri, Oct 8

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

* CALIFORNIA SPEEDWAY - Speedway Motorcycle Races, Cycleland Speedway, Chico. Info: 530/342-0063.

* OHIO MOTORCYCLE RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

Oct 9-10

ARIZONA DRAG RACE - AMA, Prostar, West Drag Racing Series, Phoenix. Info: 256/852-1101.

CALIFORNIA DUAL SPORT - Ridge Runner 500, Ridge Runners, AMA, District 36, Motorcycle Club, Angels Camp. Info: 831/888-2857.

CALIFORNIA MOTOCROSS - 1999 South National #5 Over The Hill Gang, Glen Helen Raceway, San Bernardino. Info: 562/941-1515.

CALIFORNIA SHORT TRACK - Del Mar Mile, Concours D' Elegance and National Championship, Del Mar Fairgrounds, Del Mar. Info: 800/381-2453 or 310/547-9898.

IDAHO MOTOCROSS - White Knuckle Racing, Optimist Park, Rnd 4, Mountain Home. Info: 208/587-1297.

* NEVADA MOTOCROSS - Fox U.S. Open Indoor Motocross, AMA, MGM Grand Garden Arena, Las Vegas. Info: 800/841-2960 or 888/FOX-RACE.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* TENNESSEE SUPERCROSS - AMA, Full Throttle Racing Inc., Lebanon Tennessee Fairgrounds, Lebanon. Info: 615/255-5556.

Oct 9-11

NEVADA DUAL SPORT RIDE - AMA, District 37, Mojave Adventures, Countdown, Motel 6, Las Vegas. Info: 818/348-8381 or district37ama.org.

Sat, Oct 9

ALABAMA MOTOCROSS - Alabama State Championship Series, Ironman, Warrior. Info: 205/663-2512 or 205/647-9357.

CALIFORNIA MOTOCROSS - REM Saturday MX, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA FLAT TRACK - Southern California Flat Track Championship Series, San Diego Flat Track Association, Del Mar. Info: 619/277-1591.

CALIFORNIA SHORT TRACK & TT - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

* GEORGIA SUPERCROSS - Outback Range & Recreational Center, Mitchell Run Track, Hazlehurst. Info: 912/375-0765.

GEORGIA SUPERCROSS/MOTOCROSS - Highway 106 Supercross/Motocross, Mega Motorsports of Toccoa, night race, Toccoa. Info: 706/886-5284.

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, Outdoor Short Track, Boise. Info: 208/922-3353.

ILLINOIS TRIALS - AHRMA National Trials, AMA, District 17, Cahokia Creek Dirt Riders Inc., White City. Info: 217/429-8940.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Spring. Info: 417/833-1574.

MASSACHUSETTS TRAIL RIDE - New England Trail Rider Association, Nervous Novice, Parent-Child, Freetown. Info: 860/875-5757.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

* NORTH CAROLINA MOTOCROSS - NAME, night race, Under The Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

OHIO CROSS COUNTRY - Racer Productions, Youth Bike Grand National Cross Country, Spring Valley, Lisbon. Info: 304/284-0084.

OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA SHORT TRACK - Will Rogers Raceway, Claremore. Info: 918/343-3278 or 636-1352.

PENNSYLVANIA MOTOCROSS - AHRMA, VMX Northeast Regional MX Series, Clifford. Info: 914/429-9465 or www.vintagemx.com.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 11, Jamestown. Info: 931/879-8557 or 879-7459.

* TENNESSEE STADIA-CROSS - Final event, Tennessee State Championship Series, Paris Dirt Trackers Inc., Henry County Fairgrounds, Paris. Info: 901/642-0511 or www.festivalusa.com/arenacross.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

Sun, Oct 10

* ARIZONA MOTOCROSS - AMX, Rnd 4, Grand Canyon State Championships, Verde Valley Motorplex, Cottonwood. Info: 520/639-0387.

CALIFORNIA HARE SCRAMBLES - District 36, The Ski Run Scrambles, Rnd 15, High Sierra Motorcycle Club, Norden. Info: http://www.ama-d36.org/Cals/99CcaCal.html.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 4, factory contingency, Elsinore. Info: 909/341-8002.

CALIFORNIA MOTOCROSS - CMA, Little Okie Fall Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 5, Carnegie Cycle Park, Livermore. Info: 209/656-9682 or www.ampracing.com.

CALIFORNIA MOTOCROSS - CMA High Point Series, Hanford. Info: 559/673-8080.

CALIFORNIA HARE & HOUND - AMA, District 37, So. Cal. MC, Bessemer Mine Rd, Lucerne Valley. Info: 626/337-4911 or www.district37ama.org.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* FLORIDA MOTOCROSS - County Line MX Park, Fountain. Info: 850/769-9505 or 722-7616.

* GEORGIA MOTOCROSS - Georgia Championship MX Series, AMA, Dixie Motorcycle Sports, Hillbilly Hills, Roberta. Info: 912/788-0413.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 14th annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

* ILLINOIS GRAND PRIX - AHRMA National Grand Prix, AMA, District 17, Cahokia Creek Dirt Riders Inc., White City. Info: 217/429-8940.

KANSAS MOTOCROSS - Whoopmaster Jeeps, KORR MX Fall Series, Wichita. Info: 316/684-7400.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek MC Park, Mason Lane, Owenton. Info: 606/472-3442.

* KENTUCKY HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Greenville. Info: 615/859-0873 or www.mswws.org.

* MARYLAND HARE SCRAMBLES - AMA, ECEA, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* MISSOURI MOTOCROSS - AMA, Missouri State Championship Motorsports Inc., Midwest Xtreme Park, Merwin. Info: 660/267-3400.

* MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Platin Creek Dirt Riders, Festus. Info: 417/537-8406.

MISSOURI MOTOCROSS - Midwest Motorsports, AMA, District 18, Fall Series, Rnd 4, Kahoka. Info: 660/727-3301.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801 or wsmxpark@worldnet.att.com.

NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, North Platte. Info: 308/345-3744.

NEW MEXICO MOTOCROSS - AMA Four Corners MX Series, Aztec. Info: 970/533-9747.

* NEW YORK MOTOCROSS - Western New York Motocross Inc., Auburn. Info: 315/784-5468 or 784-5517 or www.frozen-ocean.com.

NEW YORK HARE SCRAMBLES - Western New York Offroad Association, Thunder Ridge Cycle Park, South Edmeston. Info: 607/847-6520 or 847-6815.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13&29, U.S. Eastern MX Fall Series, Rnd 5, Elizabeth City Motorcycle Club, Elizabeth City. Info: 757/549-7012.

OHIO CROSS COUNTRY - Racer Productions Inc., Spring Valley, Lisbon. Info: 304/284-0084.

OHIO MOTOCROSS - Motocross Racing Association, Grand Prix of Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO MOTOCROSS - AMA, Dayton Motorcycle Club, Dayton. Info: 937/263-9321 or www.daytonmc.org.

* OHIO MOTOCROSS - AMA, Wild Wilderness Raceway, Logan. Info: 740/385-9344.

* OHIO HARE SCRAMBLES - AMA, District 11, Hocking Valley MC, Logan. Info: 740/385-7695 or 864-0010.

OHIO HILLCLIMB - 51st anniversary of the Devil's Staircase Hillclimb, Oregonia. Info: http://www.daytonmc.com.

* OKLAHOMA CROSS COUNTRY - Oklahoma Cross Country Racing Association, Cogar. Info: 405/390-5227.

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Portland. Info: 503/221-1487.

* PENNSYLVANIA MOTOCROSS - Dublin Gap MX Park, Route 696, Newburg. Info: 717/249-6036 or www.doublingap.com.

* PENNSYLVANIA MOTOCROSS - District 5, State Championship, M&G Racing, Beaver Valley Raceway, Hookstown. Info: 724/693-2880.

PENNSYLVANIA HARE SCRAMBLES - M&G Racing, Beaver Valley Raceway, Hookstown. Info: 724/693-2880.

PENNSYLVANIA TT SCRAMBLES - AMA, E. Pennsylvania Piston Poppers MC, Parkersburg. Info: 610/269-3661.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/962-6623.

* WASHINGTON MOTOCROSS - AMA, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

Thur, Oct 14

ARKANSAS HARE SCRAMBLES - Arkansas Hare Scrambles Series, Amity. Info: ahsccs@earthlink.net.

Oct 15-16

* CALIFORNIA SUPER TT - STARS Super TT Fall Stadium Series, Rnds 2 & 3, Mesa Marin Speedway, Bakersfield. Info: 949/768-4626 or www.supertt.com.

Oct 15-17

* TENNESSEE MOTOCROSS - Pro-Am Series, Suzuki Top Gun Showdown, Victory Sports, AMA, United States Mega Series, Rnd 16, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or www.victory-sports.com.

Fri, Oct 15

* CALIFORNIA SPEEDWAY - Speedway Motorcycle Races, Cycleland Speedway, Chico. Info: 530/342-0063.

* OHIO MOTORCYCLE RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613.

Oct 16-17

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

* MISSOURI MOTOCROSS - Fall Track Series, Grain Valley Motocross Park, Grain Valley. Info: 816/331-6934.

NEVADA DUAL SPORT RIDE - AMA, National, District 37, Tour 'N Trail, Holiday Inn, Mesquite. Info: 818/890-2209 or district37ama.org.

OHIO NATIONAL DUALSPORT TRAIL RIDE - AMA, Ohio Enduro Riders Association, Vinton County Junior Fairgrounds, McArthur. Info: 614/766-8359.

* TENNESSEE SUPERCROSS - AMA, Full Throttle Racing Inc., Lebanon Tennessee Fairgrounds, Lebanon. Info: 615/255-5556.

TEXAS DRAG RACE - AMA, Prostar, 4th annual Gulf Coast Nationals, Houston. Info: 256/852-1101.

UTAH TRAIL RIDE - Tour 'N Trail Promotions, St. George. Info: 818/890-2209.

Sat, Oct 16

CALIFORNIA SHORT TRACK & TT - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA MOTOCROSS - CMXR MotoPro Autumn Series, Rnd 2, Special Guests Old Timers Club, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

* FLORIDA MOTOCROSS - West Florida Motocross Park, night race, Milton. Info: 850/623-6038.

* KENTUCKY SHORT TRACK - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.

MARYLAND MOTORCYCLE DRAG RACING - Orient Express Powersports, The FBR Shop/Nitrous Express, Mason-Dixon Dragway, Boonsboro. Info: 301/791-5193.

MASSACHUSETTS TRAIL RIDE - New England Trail Rider Association, Nervous Novice, Parent-Child, New Ashford. Info: 860/875-5757.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

OHIO SHORT TRACK - 100cc Vintage Flat Track Club, Thornville. Info: 740/929-4229.

* OHIO SHORT TRACK - Honda Hills, Honda Hills Road, Thornville. Info: 740/323-3766.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* TENNESSEE ARENACROSS - Jamestown Motocross Park, Rnd 12, Jamestown. Info: 931/879-8557 or 879-7459.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

* TEXAS SHORT TRACK - AMA, Pro-Am, Checkered Flag Productions, Boyd Raceway, Boyd. Info: 940/683-4742 or cfracing.com.

Sun, Oct 17

ALABAMA MOTOCROSS - Alabama State Championship Series, Chandler Mountain MX Park, Steele. Info: 205/681-8317.

* ARIZONA MOTOCROSS - AMX, Rnd 5, Grand Canyon State Championships, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727.

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 4 South, MaxTrack, Piru. Info: 949/367-1141.

CALIFORNIA MOTOCROSS - CMA, Little Okie Fall Series, Madera. Info: 209/673-8080.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 4 North, Club Moto, Livermore. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - CMA High Point Series, Tulare. Info: 559/673-8080.

* CALIFORNIA MOTOCROSS - AMP/GFI Racing, Oatfield Raceway, Turlock. Info: 209/656-9682 or ampracing@aol.com.

CALIFORNIA ENDURO - AMA, District 37, Training Wheels MC, Teagle Wash, Red Mountain, Ridgecrest. Info: 714/554-0116 or http://pw2.netcom.com.

CALIFORNIA DUAL SPORT - Nor-Cal Expeditions, Gene Chappie/Shasta Dam OHV Park, Redding. Info: 530/221-7647.

* CALIFORNIA MOTOCROSS - CMA, Salinas Valley Fair, 101 Bowl MX Park, King City. Info: 831/385-0596 or mxroth@inreach.com.

CALIFORNIA MOTOCROSS - CMC, Intermountain Motorsports, McArthur. Info: 530/294-5202.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

GEORGIA HARE SCRAMBLES - Rnd 3 of the Setra Championship Hare Scramble Series, Cherokee Hare Scrambles, Greensboro. Info: 888/775-9377 or 770/707-0615 or www.setra.org.

GEORGIA POKER RUN - Old-Time Trail Riders Reunion, Moonlake Motorsports, Lookout Mountain. Info: 423/267-3478 or 706/820-2193.

GEORGIA SUPERCROSS/ MOTOCROSS - Highway 106 SX/MX, Mega Motorsports of Toccoa. Info: 706/886-5284.

* IDAHO MOTOCROSS - Owyhee MC Grounds, Boise. Info: 208/922-3353.

ILLINOIS ENDURO - 35th annual Big Red Moose Enduro, AMA, District 17, Moose Cahokia Creek Dirt Riders, White City. Info: 217/324-6565.

* INDIANA MOTOCROSS - Steeltown MX Club, Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE or robin1grafix.com.

MASSACHUSETTS TRAIL RIDE - New England Trail Riders Association, Halloween Toys for Tots, Assonet. Info: 860/875-5757.

MISSOURI MOTOCROSS - Buffalo MX, Fall Series, Rnd 1. Info: 417/345-6981.

MISSOURI MOTOCROSS - Possum Hollow MX, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - Challenge Trax, CT Fall Series, Rnd 5, Kingsville. Info: 816/779-5020.

MISSOURI MOTOCROSS - Wide Open Moto-Park, Lebanon. Info: 417/588-9777.

MISSOURI MOTOCROSS - HLR Motorsports Park, AMA, District 18, Moberly. Info: 660/263-4296.

NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, GNC Qualify McCook. Info: 308/345-3744.

* NEW YORK MOTOCROSS - Hunt Moto Park, WNYMA, Robinson Road, Hunt. Info: 716/476-2697.

NEW YORK HARE SCRAMBLES - Western New York Offroad Association, Twin Brooks, Chenango Forks. Info: 607/722-6195.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, U.S. Eastern Motocross Fall Series, Ridgeview MX Park, Sanford. Info: 919/776-1767.

NORTH CAROLINA ROAD RACE - Southeastern Mini Roadracing Association, Concord Motor Speedway, Concord. Info: 704/932-6179 or 704/784-1767.

* OHIO MOTOCROSS - CRA/Western Reserve Motorcycle Club, Salem. Info: 330/337-8077.

OHIO MOTOCROSS - Motocross Racing Association, Sandusky Valley Rider MC, Tiffin. Info: 419/425-1515 or 734/241-1600.

PENNSYLVANIA MOTOCROSS - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC, AMA, Pine Grove. Info: 570/345-6340.

PENNSYLVANIA HARE SCRAMBLES - Racer Productions Inc., District 5 State Championship, Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - Racer Productions Inc., District 5 State Championship, Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

* PENNSYLVANIA SHORT TRACK - Shippensburg Motorcycle Club, Baer Racing, Shippensburg. Info: 717/796-0294.

OVER THE HILL GANG

National Round 5

October 9th & 10th, 1999

Glen Helen, San Bernardino, CA

ARE YOU GOING TO MISS IT?

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DISTRICT 37

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Skip Earwood
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Or For Race Info Only (714) 377-0909

On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
Oct. 10	So Cal "Hammer Memorial" Hare & Hound @ Bessemer Mine Rd., Lucerne Vly., CA Info: John (626)337-4911	
Oct. 17	Training Wheels' "Ghost Rider" Enduro @ Teagle Wash, Red Mountain, CA Info: Gino or Annie (714)848-0918	
Oct. 24	100's M.C. AMA National Hare & Hound @ Bessemer Mine Rd., Lucerne Vly., CA Info: Gary (909)946-8193	
Nov. 6-7	Prospectors M.C. "California" Grand Prix @ I-5 & Smokey Bear Rd., Gorman, CA Info: (760)949-1648 or (310)322-3612	

Dual Sport Schedule:

Date	Club	Event
Oct. 9-11	Mojave Adv. "Death Vly. 500" Dual Sport @ Motel 6 on Industrial, Las Vegas, NV Info: (760)251-2477 or (818)348-8381	
Oct. 16-17	Tour 'N Trail's "Color Tour" Dual Sport @ Holiday Inn, Mesquite, Nevada Info: Jim (818)890-2209	
Oct. 30-31	Countdown's "Kernville 250" Dual Sport @ Motel 6, Ridgecrest, CA Info: Jerry (818)348-8381	
Nov. 6-7	Countdown's "Lone Pine" Dual Sport @ Motel 6, Ridgecrest, CA Info: Jerry (818)348-8381	

District 37 website:
www.district37ama.org

Club Moto Motowest Racing

Club Moto Practice: Tues/Thurs 4pm-10 pm • Sat/Sun 9am-5pm

Upcoming Race Events

Oct. 17	CMC Trans-Cal MX National - Rnd 4	Club Moto	Livermore, CA
Oct. 30	Short Track	Club Moto	Livermore, CA
Nov. 7	CMA MX	Argyll Park	Dixon, CA
Nov. 21	CMA MX	Hollister Hills	Hollister, CA
Nov. 28	CMA MX	Club Moto	Livermore, CA

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RACING ON THE TUBE

OCTOBER BROADCASTS

DATE	TIME	EVENT	NETWORK	DATE	TIME	EVENT	NETWORK
10/7/99	6:30 PM	MotoWorld	ESPN2	10/14/99	7:00 PM	Bike Week - Dave Despain, host	Speed
10/7/99	7:00 PM	Bike Week - Dave Despain, host	Speed	10/15/99	2:00 AM	FIM World GP 125 - Australia	Speed
10/9/99	1:00 AM	AMA US Open of Supercross	Speed	10/15/99	1:00 PM	MotoWorld (R)	ESPN2
		MGM Grand-Race 1 (Live)		10/16/99	4:00 AM	MotoWorld (R)	ESPN2
10/10/99	8:00 PM	AMA US Open of Supercross	Speed	10/19/99	7:00 PM	American Thunder - Custom Paint	Speed
		MGM Grand-Race 2 (Live)		10/19/99	7:30 PM	Motorcyclist, Dave Despain, host	Speed
10/10/99	9:00 PM	FIM World Supercross	Speed	10/19/99	10:00 PM	FIM World Supercross - Paris	Speed
		Sugo, Japan (Same Day Delay)		10/21/99	6:30 PM	MotoWorld	ESPN2
10/10/99	10:00 PM	FIM World GP 500	Speed	10/21/99	7:00 PM	Bike Week - Dave Despain, host	Speed
		South Africa (Same Day Delay)		10/22/99	10:00 PM	FIM World GP 125 - South Africa	Speed
10/11/99	2:00 AM	MotoWorld (R)	ESPN2	10/23/99	3:30 AM	MotoWorld (R)	ESPN2
10/11/99	7:30 AM	MotoWorld (R)	ESPN2	10/24/99	9:00 PM	FIM World GP 250	Speed
10/12/99	9:00 PM	FIM World GP 250 - South Africa	Speed			Rio de Janeiro (Same Day Delay)	
10/12/99	10:00 PM	FIM World Supersport	Speed	10/24/99	10:00 PM	FIM World GP 500	Speed
		Hockenheim				Rio de Janeiro (Same Day Delay)	
10/14/99	6:00 PM	MotoWorld	ESPN2				

All times shown are Eastern. ESPN2 and Speedvision listed above.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

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Oct (Y) 9/10 Spring Valley Lisbon, OH
 5 mi W of Lisbon off Rt 30

Oct (Y) 23/24 Ironman Crawfordsville, IN
 5 mi. S of Crawfordsville off RT 47

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Saturday: 12 Noon Quad Race Sunday: Bikes
 3 pm Bike Youth & Women 10 am Super Sen. & C classes
 (Youth & Women Sign-up 1 pm) 12 Noon Pro, A & B classes

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 (304) 284-0084
 NHS-Nat. Hare Scramble Youth & Women

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 Glen Helen, CA 91740
 www.GlenHelen.com

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Thurs Oct 7 MX Practice 8am till dusk
 Sat Oct 9 OTHG MX Gates Open 6am
 Sun Oct 10 OTHG MX Gates Open 6am
 Thurs Oct 14 MX Practice 8am till dusk

4th Annual AMA California State Championships - October 16-17

CRC 1999 California Race Schedule

100% PRO PAYBACK

Sunday	Oct. 10	CRC Motocross	LACR
Sunday	Oct. 17	Grenlin GP	LACR
Sunday	Oct. 24	Sponsorship Series	Starwest
Sunday	Oct. 31	Sponsorship Series	LACR
Sunday	Nov. 7	Sponsorship Series	Edward's AFB

Wed. Practice May 12 to Sept. 29 4pm to 9pm
 Sat. Practice Oct. 2 to Dec. 11 9am to 2pm

CRC Info (661) 272-8889
 www.netport.com/lacr-crc

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 Practice and Race Schedule for Perris Raceway

Wed. Oct. 6	2:00-9:00	Big Bikes Only
Fri. Oct. 8	4:00-9:00	
Sat. Oct. 9	Race ZLT Racing Finale to Night Racing #2	Gates open at 2:30
Tues. Oct. 12	10-4 open 4-9 minis	
Wed. Oct. 13	2:00-9:00	Big Bikes Only

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 Sun. Oct 17 Rnd 4S Perris Raceway, Perris, CA

Final Showdown - Sat & Sun, Oct 23 & 24 - Riverfront Park, Marysville, CA

*Contingency at selected events
 Info: (949) 367-1141 or e-mail: SPMC@CMC@aol.com
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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

RHODE ISLAND TRIALS - New England Trials Association, Putnam Pike, Chepachet. Info: 781/938-9298.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Rnd 5, Clarksville. Info: 931/906-5598 or 931/552-3593.

TEXAS MOTOCROSS - Vintage Iron 6th annual Fall Series, Evo-Sports Inc., Swan MX, Tyler. Info: 281/265-1412.

*** TEXAS MOTOCROSS** - GNC Top Texan Series, Mosier Valley USA, Dallas/Fort Worth. Info: 214/351-9900 or www.gncmx.com.

*** WASHINGTON MOTOCROSS** - CMC, Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

WISCONSIN SWAP MEET - Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367.

Oct 22-23

*** GEORGIA ARENACROSS** - AMA, Georgia State Arenacross C'ships, Georgia State Fair, Central City Park, Macon. Info: 912/475-5711.

Fri, Oct 22

*** CALIFORNIA MOTOCROSS** - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

Oct 23-24

CALIFORNIA DUAL SPORT - Galpin Ford California Dual Sport Adventure Series, Riders of the Round Table, Rnd 7, California Hot Springs. Info: 818/701-1913 or www.dualdogs.com.

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmra@aol.com.

*** CALIFORNIA MOTOCROSS** - CMC Trans-Cal MX Nationals Final Showdown, Riverfront Park, Marysville. Info: 530/695-2727.

CALIFORNIA MOTOCROSS - International Old-timers MX, Riverside Old-timers. Info: 253/840-0466 or http://www.seeanet.com/~russr.

CALIFORNIA DUAL SPORT - Association of California Trailriders, Mendocino Forest, Upper Lake. Info: 888/ACT-NEWS or www.dualsportadventures.com.

MISSISSIPPI ENDURO - Gulf Coast Sandblasters, Saucier. Info: 228/392-1404.

*** TENNESSEE SUPERCROSS** - AMA, Full Throttle Racing Inc., Lebanon Tennessee Fairgrounds, Lebanon. Info: 615/255-5556.

TENNESSEE OBSERVED TRIALS - AMA, STRA, Trials Training Center, Sequatchie. Info: 423/942-8688 or www.kaila.net/stra/index.html.

Sat, Oct 23

CALIFORNIA MOTOCROSS - REM Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA FLAT TRACK - Southern California Flat Track Championship Series, San Diego Flat Track Association, Temecula. Info: 619/277-1591.

CALIFORNIA SHORT TRACK & TT - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

*** CALIFORNIA MOTOCROSS** - OTHG, Over The Hill Gang, Bay Area chapter, Madera. Info: 408/930-5293 or www.othg.com.

*** CALIFORNIA SUPER TT** - STTARS Super TT Fall Stadium Series, Rnd 4, Irwindale Speedway, Irwindale. Info: 949/768-4626 or www.supertt.com.

CALIFORNIA MOTOCROSS - CMXR MotoPro Autumn Series, Rnd 3, Woman's Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO.

CALIFORNIA MOTORCYCLE SHOW AND SWAP MEET - Long Beach Cycle Show & Swap Meet, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

*** GEORGIA SUPERCROSS** - Georgia Triplecross Series, Rnd 10, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219 or dirtman1@mindspring.com.

GEORGIA SUPERCROSS/ MOTOCROSS - Highway 106 SX/MX, Mega Motorsports of Toccoa, night race, Toccoa. Info: 706/886-5284.

IDAHO SHORT TRACK - Owyhee Motorcycle Club, Outdoor Short Track, Boise. Info: 208/922-3353.

*** INDIANA MOTOCROSS** - AMA, District 15, night race, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium1.com.

INDIANA CROSS COUNTRY - Racer Productions, Youth Bike Grand National Cross Country, Ironman, Crawfordsville. Info: 304/284-0084.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

*** MICHIGAN MOTOCROSS** - AMA, District 14, Dirt Riders Motorsports, Log Road MX, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - Finger Lakes State Park, Columbia. Info: 314/488-3174.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

*** OKLAHOMA MOTOCROSS** - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

*** TENNESSEE MOTOCROSS** - Jamestown Motocross Park, Rnd 12, Jamestown. Info: 931/879-8557 or 879-7459.

*** TEXAS MOTOCROSS** - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

*** VIRGINIA SHORT TRACK** - Virginia Outlaw Series, Lizard Ridge Raceway, Bedford. Info: 540/586-1824 or 540/464-4606.

Sun, Oct 24

ALABAMA MOTOCROSS - Alabama State Championship, Non-Series Promo Race, Altmore MX Park. Info: 334/368-6118.

*** ALABAMA MOTOCROSS** - Rocket City Raceway Inc., Alabama State Championship Series, Brownsboro. Info: 256/772-3075 or 461-4842.

*** ARIZONA MOTOCROSS** - AMX, Rnd 6, Grand Canyon State Championships, Final Round, AMA Western Four-Stroke Nationals, Speedworld, Wittman. Info: 623/815-1790.

ARKANSAS MOTOCROSS - Arkansas Motorsport Park, Donaldson. Info: 501/778-5712.

CALIFORNIA GRAND PRIX - SRA GP, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA TT - Lodi MC, 100cc Four-Stroke TT National, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA MOTOCROSS - GFI Fall Series North/South Showdown, Glen Helen Raceway. Info: 909/341-8002.

CALIFORNIA QUALIFIER - Polka Dots MC, Eldorado National Forest, Placerville. Info: 916/965-9073 or polkadot@gvn.net.

CALIFORNIA QUALIFIER - Polka Dot MC, AMA, District 36, El Dorado National Forest Elkins Flat. Info: 916/353-1042.

CANADA TRAIL AND DUAL SPORT - Blair Sharpless & Company, Great Pine Trail Ride, Ganaraska Forest. Info: 905/666-9734.

CONNECTICUT TRIALS - New England Trials Association, Stantack Road, Meriden. Info: 781/938-9298.

*** DELAWARE SHORT TRACK** - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

*** GEORGIA MOTOCROSS** - Georgia Championship MX Series, AMA, Wings & Wheels, Bremen Raceway, Bremen. Info: 770/941-8464 or dirtman1@mindspring.com.

INDIANA CROSS COUNTRY - Racer Productions Inc., Ironman, Crawfordsville. Info: 304/284-0084.

KANSAS MOTOCROSS - Green Acres MX, KORR MX Fall Series, Marion. Info: 316/382-2915.

*** KENTUCKY MOTOCROSS** - Daniel Boone MX, Throttle Jockey Final, London. Info: 606/877-1364 or www.mxaction.com.

*** MICHIGAN MOTOCROSS** - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

*** MISSISSIPPI MOTOCROSS** - MX 886, Last Race, Pontotoc. Info: 662/489-8316.

*** MISSOURI MOTOCROSS** - Fall Track Series, Grain Valley MX Park, Grain Valley. Info: 816/331-6934.

MISSOURI MOTOCROSS - Finger Lakes State Park, Missouri State Series, Rnd 8, Columbia. Info: 314/488-3174.

MISSOURI MOTOCROSS - Midwest Motorsports, AMA, District 18, Fall Series, Rnd 5, Kahoka. Info: 660/727-3301.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801 or wsrmpark@worldnet.att.com.

*** NEW YORK MOTOCROSS** - AMA, Broome-Tioga Sports Center Inc., Binghamton. Info: 607/849-4438 or www.broom-tioga.com.

*** NORTH CAROLINA MOTOCROSS** - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

OHIO HARE SCRAMBLES - CRA, Proffer Promotions, Big Valley Raceway, East Palestine. Info: 330/538-2220.

*** OHIO MOTOCROSS** - Sunset Ramblers MC, MX Series, Rnd 5, Gallon. Info: 419/562-6931 or 562-7325.

*** OHIO MOTOCROSS** - AMA, Wild Wilderness Raceway, Logan. Info: 740/385-9344.

OKLAHOMA CROSS COUNTRY - Oklahoma Cross Country Racing Association, Stillwater. Info: 405/390-5227.

PENNSYLVANIA TURKEY POKER RUN - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC, AMA, District 6 Championship, Pine Grove. Info: 570/345-6340.

PENNSYLVANIA HARE SCRAMBLES - Western New York Offroad Association, High Siders Offroad Riders, Rome. Info: 570/247-2255 or harescrambler@webtv.net.

TENNESSEE MOTOCROSS - KTMX, TNT MX Park, Milan. Info: 901/987-9633.

*** TENNESSEE HARE SCRAMBLES** - Mid-South Winter Hare Scrambles Series, Lawrenceburg. Info: 615/859-0873 or www.msws.org.

TEXAS TT - Action Promotions, Action Speedway, Grand Saline. Info: 903/962-6623.

*** TEXAS MOTOCROSS** - GNC Top Texan Series, Oak Hill MX, Alvord. Info: 214/351-9900 or www.gncmx.com.

*** VIRGINIA MOTOCROSS** - AMA, District 13, Birch Creek Motorsports Inc., Rnd 7, U.S. Eastern Fall Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

*** WASHINGTON MOTOCROSS** - CMC, Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

Oct 30-31

CALIFORNIA POKER RUN - Toys For Tots Off-Road Poker Run, High Desert Charities Bureau of Land Management, Barstow. Info: 760/252-3093.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

MISSOURI MOTOCROSS - Cycle World, AMA, District 18, Hawk Point. Info: 314/338-4090.

*** OKLAHOMA MOTOCROSS** - MOUNTAIN BIKES - Cooperland & AM, Cooperland Raceway, Stillwater. Info: 405/743-1515 or www.cooperland.com.

*** SOUTH CAROLINA MOTOCROSS** - South Carolina State Championship, Victory Sports, AMA, Carolina Ultra Series, Rnd 11. Info: 423/323-5497.

*** TENNESSEE SUPERCROSS** - AMA, Full Throttle Racing Inc., Lebanon Tennessee Fairgrounds, Lebanon. Info: 615/255-5556.

TEXAS TRAIL RIDE - Trail Riders of Houston, Terlingua. Info: 281/376-4726.

Sat, Oct 30

CALIFORNIA MOTOCROSS - REM Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA HARE SCRAMBLES - The Association of California Trailriders, B&C Series, District 36/ACT, Sotogeo Springs, Buckhorn. Info: 888/ACT-NEWS.

*** GEORGIA SUPERCROSS** - Outback Range & Recreational Center, Mitchell Run Track, Hazlehurst. Info: 912/375-0765.

MASSACHUSETTS TRAIL RIDE - New England Trail Rider Association, Nervous Novice, Parent-Child, Brimfield. Info: 860/875-5757.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

* OHIO MOTOCROSS - AMA, Vinton Motocross Park, McArthur. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

PENNSYLVANIA TRIALS - Mid-Atlantic Vintage Trials Series, Middletown. Info: 410/775-7209.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

Sun, Oct 31

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Hanford. Info: 209/673-8080.

* CALIFORNIA MOTOCROSS - California Cross Summer Series, Hangtown National Track, Prairie City SVRA. Info: 916/782-8511 or www.californiacross.com.

CALIFORNIA HARE SCRAMBLES - The Association of California Trailriders, District 36/ACT, Sopiago Springs, Buckhorn. Info: 888/ACTNEWS.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* FLORIDA MOTOCROSS - AMA, Florida State Championship Series, Hard Rock Cycle Park, Ocala. Info: 352/732-6697.

* FLORIDA MOTOCROSS - County Line MX Park, Fountain. Info: 850/769-9505 or 722-7616.

GEORGIA SUPERCROSS/ MOTOCROSS - Highway 106 SX/MX, Mega Motorsports of Toccoa. Info: 706/886-5284.

* IDAHO MOTOCROSS - Owyhee MC Grounds, Boise. Info: 208/922-3353.

IDAHO SHORT TRACK - Owyhee Motorcycle Club, Outdoor Short Track, Boise. Info: 208/922-3353.

* ILLINOIS HARE SCRAMBLES - AMA, SOIL Series, Cahokia Creek Dirt Riders, White City. Info: 618/235-4777.

* KENTUCKY MOTOCROSS - KTMX, Apex Valley Raceway, White Plains. Info: 502/886-8564.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

MISSOURI MOTOCROSS - Possum Hollow MX, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - Wide Open Moto-Park, Lebanon. Info: 417/588-9777.

MISSOURI MOTOCROSS - X2 MX, Grain Valley. Info: 816/331-6934.

NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Alma. Info: 308/345-3744.

* NEW YORK MOTOCROSS - Western New York Motocross Inc., Auburn. Info: 315/784-5466 or 784-5517 or www.frozen-ocean.com.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., Binghamton. Info: 607/849-4438 or www.broome-tioga.com.

* NORTH CAROLINA HARE SCRAMBLES - Mid-East Hare Scrambles, State Line Motorcycle Club, Rock House, Morganton. Info: 704/937-9177 or 704/484-9000.

* VIRGINIA MOTOCROSS - AMA, District 13, U.S. Eastern Motocross Fall Series, Lake Sugar Tree, Axton. Info: 336/342-9027.

* WASHINGTON MOTOCROSS - CMC, Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

Nov 5-7

* IOWA ARENACROSS - Pace National Arenacross Series, Veterans Memorial Coliseum, Des Moines. Info: 817/246-7400 or www.arenacross.com.

Nov 6-7

* TENNESSEE SUPERCROSS - AMA, Full Throttle Racing Inc., Lebanon Tennessee Fairgrounds, Lebanon. Info: 615/255-5556.

Sat, Nov 6

CALIFORNIA ENDURO - 53rd annual Cowbell Enduro, Hayward MC, Middle Creek Campground, Upper Lake. Info: 925/828-7518.

GEORGIA SUPERCROSS/ MOTOCROSS - Highway 106 SX/MX, Mega Motorsports of Toccoa. Info: 706/886-5284.

* TEXAS MOTOCROSS - Village Creek Motocross Park, Shelby Road, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

Sun, Nov 7

ALABAMA MOTOCROSS - Alabama State C'ship Series, Ironman, Warrior. Info: 205/663-2512 or 205/647-9357.

DELAWARE SHORT TRACK - Delmarva Short Track Championship, Delaware Motor Sports Inc. Info: 302/629-6535 or 302/422-8661.

* FLORIDA MOTOCROSS - AMA, Florida State Championship Series, Motocross of Marion County, Reddick. Info: 352/732-6697.

* INDIANA HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Lynnville. Info: 615/859-0873 or www.msws.org.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek MC Park, Mason Lane, Owenton. Info: 606/472-3442.

MISSOURI MOTOCROSS - Buffalo MX, Fall Series, Rnd 2. Info: 417/345-6981.

MISSOURI MOTOCROSS - Challenge Trax, CT Fall Series, Rnd 6, Kingsville. Info: 816/779-5020.

MISSOURI MOTOCROSS - HLR Motorsports Park, AMA, District 18, Moberly. Info: 660/263-4296.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

TEXAS MOTOCROSS - Vintage Iron 6th annual Fall Series, Evo-Sports Inc., Swan MX, Tyler. Info: 281/265-1412.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/962-6623 or jentl@flash.net.

Nov 12-14

* NEW YORK ARENACROSS - PACE National Arenacross Series, Pepsi Arena, Albany. Info: 817/246-7400 or www.arenacross.com.

Nov 13-14

* TENNESSEE SUPERCROSS - AMA, Full Throttle Racing Inc., Lebanon Tennessee Fairgrounds, Lebanon. Info: 615/255-5556.

TEXAS MOTOCROSS - Pro-Circuit, Texas/Oklahoma Regional Classic, AMA, Village Creek Motocross Park, Shelby Road, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

WASHINGTON SUPER TT - STARS Super TT Series, Northwest Region, Seattle Int'l Raceway, Seattle. Info: 949/768-4626 or www.supertt.com.

Sat, Nov 13

* CALIFORNIA MOTOCROSS - CMC, Marysville MX, Riverfront Park, night race, Marysville. Info: 530/695-2727 or <http://marysvillemx.com>.

CALIFORNIA MOTOCROSS - CMXR MotoPro Autumn Series, Rnd 4, Mini Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO.

Sun, Nov 14

ALABAMA MOTOCROSS - Alabama State C'ship Series, Chandler Mountain MX Park, Steele. Info: 205/681-8317.

* ARIZONA MOTOCROSS - AMX, Rnd 7, Grand Canyon State Championships, Verde Valley Motorplex, Cottonwood. Info: 520/639-0387.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area chapter, Carnegie SVRA, Tracy. Info: 408/930-5293 or www.othg.com.

CALIFORNIA MOTOCROSS - Riverside Old Timers, Gorman. Info: 714/996-8327.

DELAWARE SHORT TRACK - Delmarva Short Track Championship, Delaware Motor Sports Inc. Info: 302/629-6535 or 302/422-8661.

* FLORIDA MOTOCROSS - AMA, Florida State Championship Series, Dade City Raceway, Dade City. Info: 352/732-6697.

GEORGIA SUPERCROSS/ MOTOCROSS - Highway 106 SX/MX, Mega Motorsports of Toccoa. Info: 706/886-5284.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

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Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ☐ Yes ☐ No

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

Phone Number (with area code): () _____

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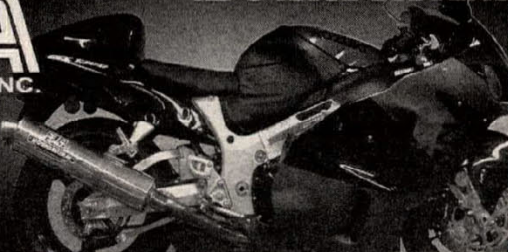
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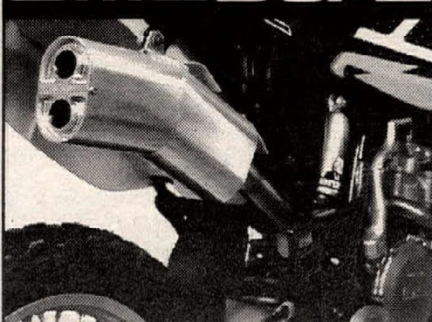


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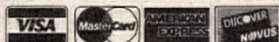
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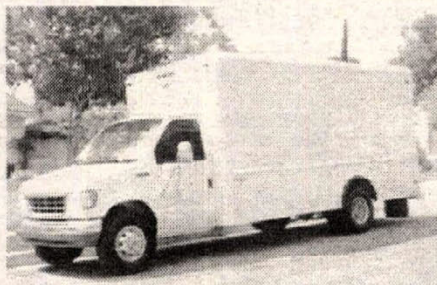


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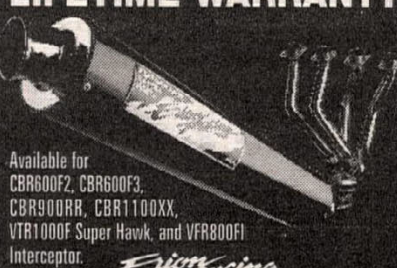
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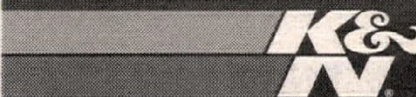
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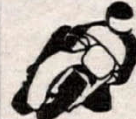
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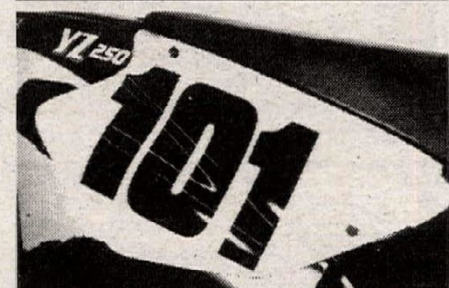
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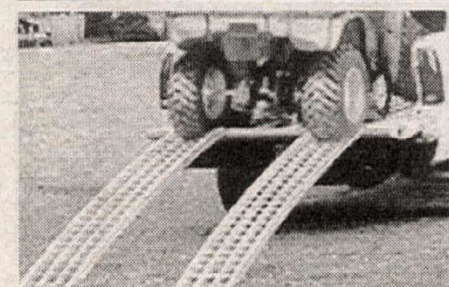
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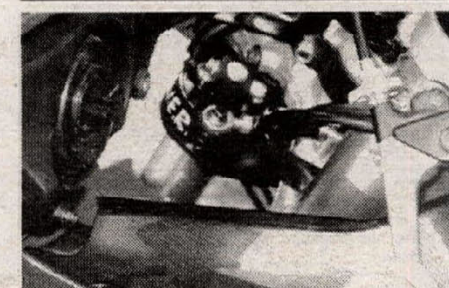
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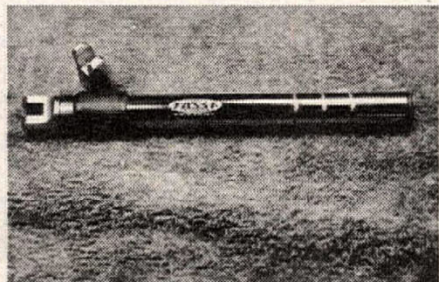
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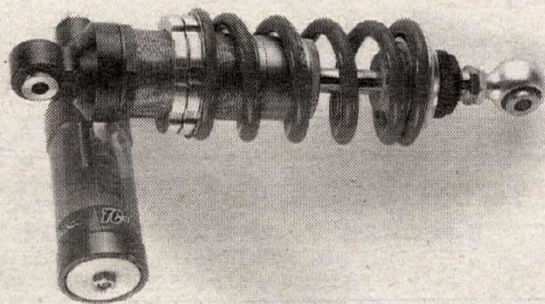
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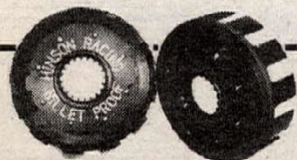
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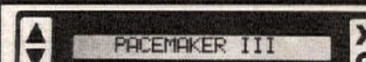
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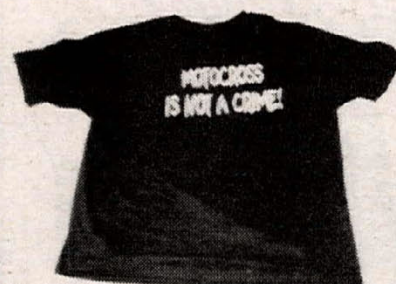
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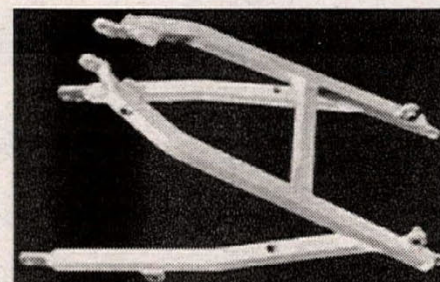
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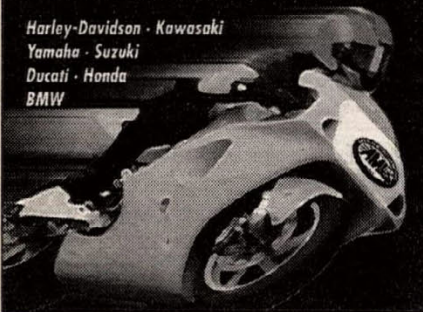
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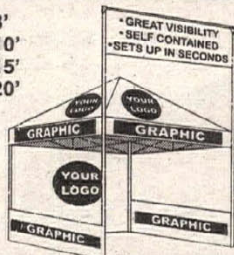
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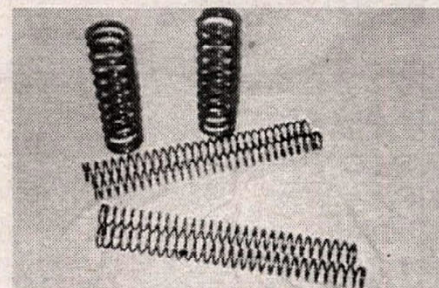


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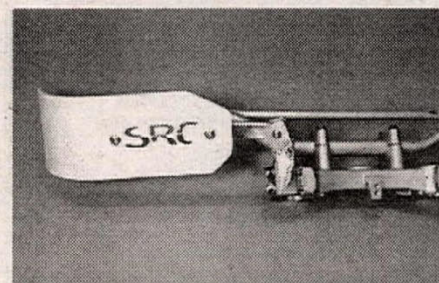
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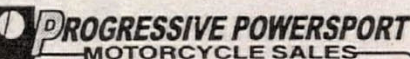
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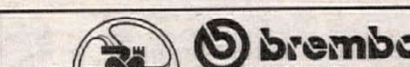
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Shootout

Story continued from page 25

SUZUKI RM125

MOTOR

The bottom is okay, the mid is okay, but the top is good and it pulls hard. I like it a lot. - D.L.

It has excellent mid- to top-end power, the best of all the bikes. It hits really hard and explosively. A little weak on bottom though, so you must keep it on the pipe. - C.S.

No low-end, but it has excellent mid and top. Only the KTM is faster, but the Suzuki has better mid and top. - J.S.

I like the motor a lot. It's just lacking a little power overall. I would say it's the fourth best motor, close the KX motor. - C.D.

Great motor. One of the best top-end motors. - T.S.

The RM has the most explosive motor of the bunch. Even though it is not the fastest, it sure feels like it when you're riding it. - M.F.

Strong from bottom to top - kind of revvy. - K.P.

FRONT SUSPENSION

The fork is a little harsh on small stuff. The spring is a little soft. - J.S.

It's too soft in super rough and in fast sections at Glen Helen.

It bottomed out when I would jump into braking bumps.

It was also a little divey coming into turns. - C.S.

I felt like I could hit anything with the fork. - D.L.

Very plush with lots of control. - T.S.

Excellent. - K.P.

REAR SUSPENSION

It was a little slow on rebound, but we quickly fixed it and it did everything I wanted it to. - D.L.

It felt good for the most part. Because the forks were too soft it made the rear end bounce around and kick a little under braking or high-speed sections. Coming out of turns, where there are some acceleration bumps, it worked really well. It tracks well and holds a good line. - C.S.

The bike tracks fast through accelerating bumps well even though the rebound seems a little slow even after adjustment. - J.S.

Tracks very good in rough conditions. For me it could use a little stiffer spring. - M.F.

Even I feel like the RM could use a stiffer rear spring. - M.F.

Plush and compliant; back end rarely kicks out. - K.P.

HANDLING

Great on jumps. - C.D.

It's a good turner and great jumper. - J.S.

The bike feels a little unbalanced because the forks are too soft, especially at Glen Helen. It still feels solid and stable on smooth tracks (Elsinore). - C.S.

The way it corners, jumps and tracks is awesome. I felt the best on this bike. - D.L.

One of the best. Plushness is an important thing for me and the RM is definitely plush. It's the best-handling bike for me. - T.S.

Quick handler but still stable. - K.P.

CORNERING

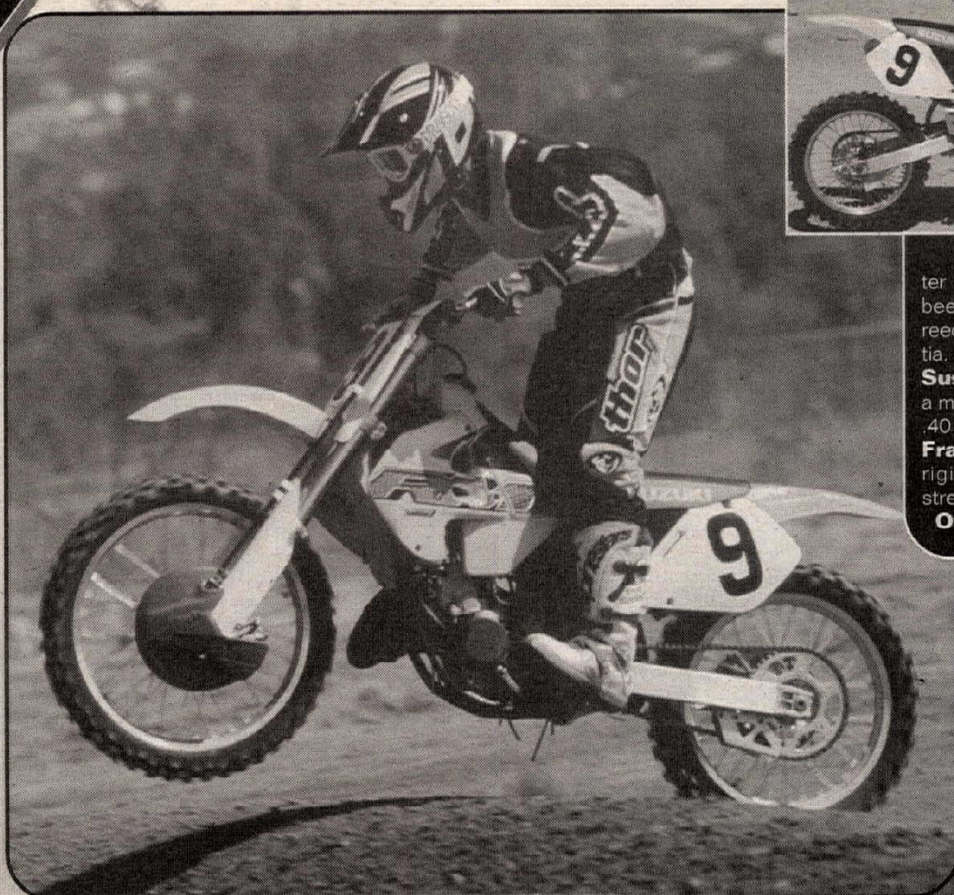
It likes to corner hard, it rails. - D.L.

The bike turns awesome, real strong and precise. If it weren't for the forks it would even turn better. The bike flat-tracked really well too. The rear wheel didn't want to give and it hooked up real well. - C.S.

THE VERDICT IS IN

There you have it. From reading the comments, could you tell which of the bikes is the clear-cut winner? Neither could we, so we implemented a simple points system into the equation. We asked all of our testers to list an overall rating of each bike. Considering all aspects of each and every motorcycle, they chose their favorite mounts. In doing so, they carefully estimated what they could live with and what they could live without, and most of all, what bike they would buy if money, contingencies and anything else were not objects. Next to their favorite choice, they were to put the number 1, their next favorite, the number 2, and so on. Each tester was allowed to rate bikes in a tie, since all the candidates were so close.

We know what you're saying. "We want to know how each bike rated in the category of handling, or which one has the best suspension." Well, in a perfect world you could take the SX's speed, the RM's



Tech: Suzuki RM125

Engine: New port shapes for different power and more reliability. Race-team replica pipe (looks like a Bill's Pipes outdoor version) designed for better midrange and high end. In tranny, gearshift cam plate has been altered to make finding neutral easier. Carbon-fiber reeds for quicker throttle response. Increased crankshaft inertia.

Suspension: Valving altered for less oil-flow resistance and a more linear suspension stroke. Fork springs are stiffer (from .40 to .42), and rear spring is slightly stiffer.

Frame: Tubes have been reshaped and reinforced for more rigidity (swingarm spars have also been enlarged for strength).

Other: CDI box relocated from steering head to airbox.



Excellent. - J.S.

The bike turns really well, probably the best. - C.D.

The best, very light and the front wheel has lots of control. - T.S.

Overall, the RM turns the best out of all the bikes. - M.F.

Probably the best of the bunch. - K.P.

BRAKES

The brakes are really nice and strong. A lot smoother and less grabby than previous years. - C.S.

The front is awesome and the rear is really good too. I like the way both brakes are set up control-wise. - D.L.

Very good brakes, with great power. - T.S.

Didn't think about them, so I guess they work just fine. - K.P.

CONTROLS/SHIFTING

Clutch kind of grabs weird sometimes. - C.D.

Clutch action is notchy and I experienced a little clutch-fade. - D.L.

The RM has a clutch as light as a feather, but after a few hours on the bike it rattles like an '87 YZ490. Shifting is the smoothest on the RM. - M.F.

The clutch-pull is smooth and super easy. All the levers and controls are strong and easy to use except for the clutch lever. It has a weird bend and is tougher to reach. Shifting is super smooth. You can shift the bike into neutral while it is running. - C.S.

The RM clutch is super smooth and the best-shifting bike of the bunch. - J.S.

Lightest clutch, shifts very smooth. - T.S.

Easy to use, best transmission. - K.P.

ERGOS

The fuel tank felt a little loose on the bike. - J.S.

The bike is roomy and sits pretty tall, which suits my style.

The bike is skinny and light and flickable and is still fairly easy to grip with your legs. - C.S.

I really dug the feel of this bike. - D.L.

Very light feeling. - T.S.

The RM feels light, but the cock pit also feels big for my height. Still, it's easy to move around on. - M.F.

What do you like most about the bike?

The way the bike jumps. - C.D.

It just all-around feels great. It's fast, has good suspension and brakes, and the controls feel good. It's all good. - D.L.

The awesome motor and the way the bike hooks up and tracks around corners. I like the comfortable cockpit and

the new wide foot pegs. - C.S.

Shifting, cornering and jumping. - J.S.

The motor and the way the thing corners is my favorite aspect of the bike. - M.F.

Plushness, motor and control. It's a great package. - T.S.

Power is always right there when you need it. - K.P.

What do you like least about this bike?

The forks. The valving in the middle of the stroke felt a little harsh, or it might be the oil level. - J.S.

Like I said before, the RM vibrates like a 10-year-old air-cooled motorcycle. - M.F.

The forks and the slight lack of bottom-end pull. - C.S.

No downs, it's awesome. - D.L.

Everything works pretty good. - C.D.

Some vibration going through the bike. - T.S.

Little bit more engine noise than the others. - K.P.

What could make the bike better?

More power down low. - C.D.

A little better suspension setup and maybe a little more low-to midrange torque. - C.S.

More low-end and better suspension. - J.S.

For me, slightly stiffer springs. - T.S.

Less vibration and maybe a stiffer shock spring. - M.F.

Cut down on vibration and engine noise. - K.P.

I felt like a hero on the bike because...

The motor revved high and it's a great jumper and turner. I could race this bike. - J.S.

The motor was fast and the bike hooked up well. It was light and flickable in the air and easily maneuverable. - C.S.

It fit my style the best. - D.L.

The bike jumps really well. - C.D.

I could corner like Ron Lechien. - M.F.

Even when you get a little tired, it's very easy to ride. It makes you ride aggressively. - T.S.

test for second place really was. The Honda came a long way over a year, and even though the Yamaha, KTM and Kawasaki are right behind it (in no particular order), the CR is plain and simple the second-best package. Coincidentally, the YZ received two first-place votes, but didn't rate quite as well with the other five riders.

If the thought of purchasing a Suzuki makes you ill, then you can always get the Honda. If for some reason riding red does not tickle your fancy, then your next choice is pretty much up in the air. Some might call only choosing the top two a cop-out, but we call it reality - the others are simply too close to call. The bottom line is that if you purchase one of the other three, overall you'll be at no disadvantage to the YZ-, KX-, and SX-mounted guys on the starting line with you. If they're in better shape or just faster, well, the CR or RM may not even help, but they sure wouldn't hurt your chances.

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The revelation hit me at 5:45 this morning as I was hanging by my fingers outside a second-floor apartment window while dressed in full Thor moto gear: You can't plan for everything. I certainly hadn't planned to be imitating some sick mutation of Spiderman and Damon Huffman in a pre-dawn, quiet Pasadena neighborhood.

Not that I'm incapable of the occasional elaborate plan; in fact, I've earned quite a reputation among family and friends for my convoluted schemes, and this weekend was a perfect example. Anxious to pack the maximum amount of fun into the two days, I had scheduled a seemingly impossible number of activities. Friday night was to be spent at a movie with my friend Forrest, while the bulk of Saturday would be devoted to apartment hunting (admittedly not all that much fun), with that evening set aside for watching the season's final speedway race at the Orange County Fairgrounds with my friend Cliff. Sunday was the annual *Cycle News* Dual Sport Jamboree, to start in Devore, followed by a Santana concert at the Hollywood Bowl on Sunday night.

When said planning first got underway, a few problems immediately presented themselves: First, editors Kit Palmer, Paul Carruthers and I were all planning to ride the dual-sport event, but we only had a Honda XR650L and a Suzuki DR350S. A Friday-afternoon call to White Brothers scared up a legally challenged ATK 605, which somehow miraculously sprouted a license plate over the weekend. Second, the teacher of my literature class had assigned me to read a huge portion of *Moby Dick* over the weekend, and time would be at a severe shortage. Undaunted, I rented the book on audio tape, which I would listen to in my car while apartment hunting on Saturday. Third, my friend Greg, with whom I would be attending the concert, has minimal parking space outside his Pasadena apartment - certainly not enough for my vehicle and motorcycle trailer. No sweat. I would just ride the

Honda from Glen Helen to Pasadena, lock the bike in Greg's carport overnight, then ride it to work in Costa Mesa early Monday morning. And to prevent having to leave my car at Glen Helen, I would talk Cliff into riding the dual-sport ride; that way I could hitch a ride with him out to Devore after speedway Saturday night. Are you keeping track? That's a movie, a house-hunt, an American literature classic, a speedway race, a dual-sport ride and a rock concert all in one weekend - a full schedule, but nothing impossible, with a bit of planning.

"Are you keeping track? That's a movie, a house-hunt, an American literature classic, a speedway race, a dual-sport ride and a rock concert all in one weekend - a full schedule, but nothing impossible with a bit of planning."

It all started smoothly enough. Forrest and I took in a cool flick (*American Beauty*) at the cinema Friday evening, and I scoped out a few potential abodes Saturday morning while simultaneously listening to the adventures of Ishmael and the whale. Cliff then swung by in his motorhome to pick me and two of the test bikes up (Kit would ride the third to Devore), and Saturday evening was spent trying to keep roost out of my beer in the *Cycle News* speedway box. Afterward, while bombing out to Devore in Cliff's Mobile Traveler, I was smug with how well my weekend plan

was running thus far.

The plan showed its first signs of unraveling Sunday morning, when Cliff and I - still tired from the previous evening - overslept. Still, I hurriedly donned my gear while fielding jeers from 12 or so riding buddies who had gathered outside, and after a last-minute sprint to registration - where I deservedly caught more flack from ride organizer Larry Langley for not pre-entering a ride my employer was sponsoring - I hopped on the Honda and departed with friends. We were a little behind schedule, but the plan was still in place.

For such a large group, the ride went fairly smoothly. Two mechanical problems did crop up - the ATK lost a brake-pedal bolt, and Cliff's pilot jet fell out - but a bit of MacGuyvering had us near ride's finish only a little behind schedule.

At this point, I was forced to alter the plan somewhat. Kit and I had been swapping the Honda and ATK back and forth, while Paul had spent the day on the DRS. Originally, I had intended to ride the big Honda to Pasadena, while Kit - who lives near the ride's route - would leave the course early and take the little Suzuki home. This, however, would mean having bossman Paul finish the ride on the ATK, and after one look at his crash-related carnage on the DRS, I decided it best to limit his handiwork to just one test bike for the weekend. Hence, Kit peeled off on the Honda, and I finished the ride on the ATK.

Unwilling to further test the legality of the ATK's license plate, I was just resigning myself to a long freeway slog to Pasadena on the hammered Suzuki when I hit upon another plan: My dad, who had also done the dual-sport ride, had an open spot in his truck, and Pasadena was kind-of-sort-of on his way home (if you use your imagination). He could drop me and the Suzuki off at Greg's house, thereby decreasing the amount of saddle time I'd have to put in on the DRS.

Sure enough, Pop got me to Pasade-

na on time Sunday afternoon, and after using Greg's lock to secure the bike in his carport, I showered, changed clothes, and accompanied my buddy to the Hollywood Bowl. Santana was cool, and as I contentedly drifted off on Greg's couch afterward (just eight hours ago as I write this), I congratulated myself on having actually improved my original masterpiece of a plan. Yes, there had been a few hitches, but the solution had been obvious - more planning.

When the alarm sounded this morning at 5:00, my sleepiness was assuaged by the fact that upon completing this final (and most simple) step of getting to work, my plan for the perfect weekend would be in the books as a success. I donned my moto gear, put a change of clothes in my backpack, then quietly locked the door behind me and marched downstairs to find the DR safely secured with a lock - Greg's lock.

To you, it probably seems like a minor blemish on such an otherwise brilliant plan, but you're not familiar with my friend's sleeping habits. I rang the doorbell; I pounded on the door; I yelled; I threw coins at windows; I even attempted the aforementioned Spider-Huff maneuver. Nothing - nothing - could rouse Greg from his contended slumber. Finally, I curled up and went to sleep on my pal's doorstep, waiting for him to get up for work. About 45 minutes later, I was awakened by the sound of Greg's alarm (I sleep less soundly than he), and frantically jabbed at the door buzzer in an effort to get his attention. Too late. Greg was already in the shower, and it was another 15 minutes before I was on the road.

You'd think such an incident would teach me to back off a bit on the planning, but as I buzzed down the Golden State freeway this morning - late for work despite the best-laid plans, fighting a high-speed wobble, looking at my navel in the bent rear-view mirror, substituting sheared-off blinkers by hand-signaling each turn - what did I find myself doing? Planning this column. **CN**

Looking Back

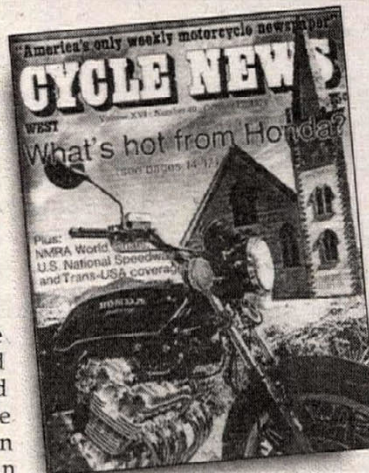
30 YEARS AGO...
October 21, 1969

Cycle News expanded with this version of Issue #40, adding a *Cycle News North* edition... Page 16 featured an interesting "Inner-View" discussing the AMA's alleged courting of the FIM in order to be that world-sanctioning body's affiliate in America. Headed by Wes Cooley, the *Motorcycle International Committee, U.S.* (MICUS) was the current FIM affiliate in the USA, and Cooley vowed legal action against both the AMA and the FIM if the affiliation was granted... Mike Patrick (Yam) won the grueling Check Chase Hare & Hound in Lucerne Valley, California... Gene Romero (Tri) spent some time figuring out the fast way around the TT course at Ascot Park in Gardena, California, and it paid off, as Romero beat Ascot TT ace Skip Van Leeuwen (Tri) and a host of other top Amateurs and Experts at the second of the weekly Friday night TTs there.



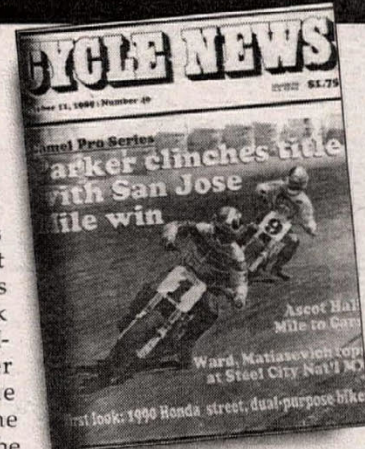
20 YEARS AGO...
OCTOBER 17, 1979

The Latest Poop featured an item relating to the Check Chase Hare & Hound event. Basically, the Checkers M.C. was forced to cancel the classic desert event after the BLM refused to approve the course that the Checkers had selected, and instead offered the club a route that would have been more road race than desert race. The BLM cited environmental concerns. The Checkers canceled the event in the interest of rider safety... Brad Lackey (Kaw) blasted to 3-1 moto scores for the overall win at round three of the Trans-USA Series in New Berlin, New York. Kent Howerton (Suz) was second, and Mark Barnett (Suz) was third... Bob Carpenter (Kaw) beat Terry Vance (Suz) to nail down the NMRA Pro Stock title at Ontario Motor Speedway. Jim Bernard (Yam) downed Pee Wee Gleason (Kaw) for the Top Fuel title at the same event... Mike Bast claimed his seventh U.S. National Championship Speedway title in Costa Mesa, California.

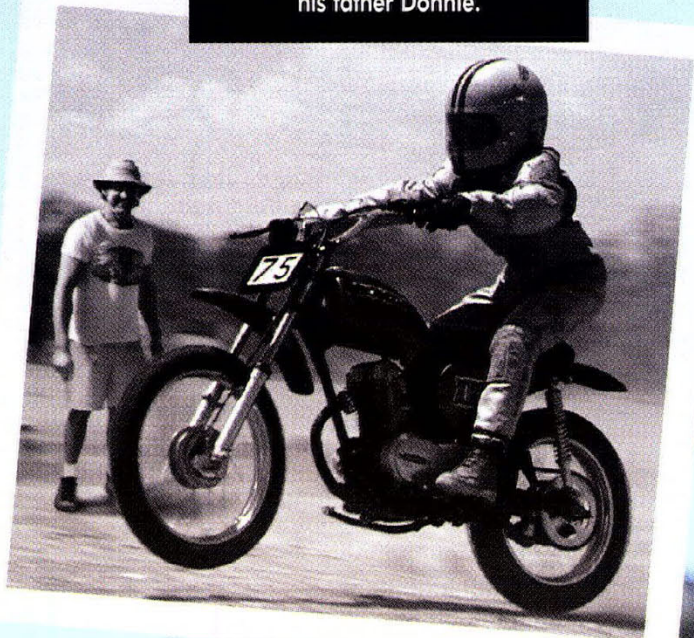


10 YEARS AGO...
OCTOBER 11, 1989

Scott Parker (H-D) rolled to the San Jose Mile win by over 6.6 seconds, clinching his second straight Camel Pro Series title. Just one week prior, Chris Carr (H-D) stopped Parker from clinching the title by winning the Ascot Half Mile... The Jeffs were the men at the Steel City National 125/500cc MX, as Jeff Matiasovich (Kaw) scored his first ever 125cc National MX overall win, while Jeff Ward (Kaw) won the 500cc class... We previewed the 1990 Honda model lineup, which included what we labeled the "RVF 750 endurance bike." Umm, yeah, okay. It was actually the RC-30 Superbike, but hey, who was really paying attention anyway?... Garth Sweetland (Kaw) ran away with round three of the Best in the Desert Series, the Mesquite GP in Mesquite, Nevada... Rodney Smith (Suz) and Tallon Vohland (Kaw) each scored a CMC Pro-class win at the E-Street Motocross Track in Marysville, California. Smith won the 125cc Pro class, while Vohland won the 250cc Pro class. **CN**



A young Bubba Shobert with his father Donnie.



AMA Superbike and Grand National Champion Bubba Shobert with his youngest son Cole.

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